

# SRAM Road

SRAM has risen to the highest levels of professional cycling by giving riders componentry that inspires confidence and performs flawlessly. With seven of the world's best teams 'Making the Leap' to SRAM, including Team RadioShack, Saxo Bank, Cervelo Test Team, Astana, Milram, AG2R, and Footon-Servetto, there is little doubt that wins at the Classics and Grand Tours were due in part to the lightest, most efficient, and ergonomic road componentry ever made. With a wide range of product offerings and four complete group sets, SRAM RED, SRAM Force, SRAM Rival, and SRAM Apex, everyone can benefit from the professional success.




Fabian Cancellara on his way to success in the 2010 Tour of Flanders - Photographer: Graham Watson


SRAM
Tour de France 2010
Yellow Jersey / 1st place
18 Days in Yellow
8 Stage Wins
Best Overall Team
White Jersey / 2nd place


LCL
ASTANA
Tour de France

SRAM offers four complete component groupsets that will meet any rider's requirements - from a top level pro trying to win another Tour de France to the avid cyclist enjoying a weekend ride - all with complete compatibility. SRAM engineers focused on ergonomics, efficiency and light weight in making the lightest, fastest, and most comfortable gruppos ever built.

## SRAM RED™





### The Pro Gruppo

SRAM RED is the first choice for riders and racers who won't accept any compromise. The most challenging races in the world have been won on SRAM RED, including the Tour de France, Giro d'Italia and Paris-Roubaix. Exactly seven teams in the 2010 Tour were SRAM RED-equipped. Its success in the pro peloton speaks for itself, delivering best-in-class performance, weight and function that the world's best riders rely on.

- **Tour de France / Paris Roubaix Winner**
- **Lightest gruppo on the planet**
- **DoubleTap controls with reach adjust features**

## SRAM FORCE™





### Perfection for racers

The perfect group for pro and amateur racers, SRAM Force delivers all the top features of RED, like the powerful Dual Pivot brakeset, multiple cable routing, and reach adjust of the DoubleTap levers. SRAM's original road group remains one of the lightest in world, weighing less than 2000 grams. SRAM Force is the perfect choice for any rider looking for an incredible gruppo built around light weight, ergonomic comfort, with incredible efficiency, function and performance.

- **ProTour proven durability**
- **Weighs only 1951 grams**
- **DoubleTap controls with reach adjust features**

# SRAM RIVAL™





## Benefit from the pros

For your everyday training, long rides on the weekends, as well as an exceptional cyclocross performer, SRAM Rival is the perfect match. With sleek carbon brake levers you have the feel and look of pro components, together with the unrivaled technologies borrowed from SRAM RED and SRAM Force, Rival is an incredible groupset for what it delivers and how well it performs.

- **OCT Crankset for maximum strength**
- **Comfort and performance in a pro design package**
- **10 different cassette ratios available**
- **DoubleTap controls with reach adjust features**

# SRAM APEX™





## First 11-32 cassette on the road

You like to climb long mountain passes, or your local hill, but don't want clumsy triple cranks on your bike? With the first 11-32 cassette for the road, and our new SRAM Apex compact crankset, you will have a wider gear range than the most popular triple combinations. A wider gear ratio means you can climb and descend more efficiently. You also get all of our unmatched technical advantages like Zero-loss, reach-adjust, and DoubleTap shifting. SRAM Apex, wherever the road takes you.

- **First 11-32 cassette on the road**
- **Fast and light WiFli technology with Compact Cranksets**
- **DoubleTap controls with reach adjust features**

SRAM




zipvit
37
Skoda
Cervélo


SKODA
RadioShack


MILRAM








Rider: Antonio del Pino - Photographer: Simon Ciftali




**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 performance, comfort, and weight - in a revolutionary shift/brake lever design.

What It Does: DoubleTap makes changing gears easier and faster, eliminating the cumbersome engagement associated with two-lever systems. DoubleTap handles up- and downshifts in one short, sweeping, simple motion, with minimal effort and maximum comfort.

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 can leapfrog each other depending on how far 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 slightly longer sweep of the lever (in the same inward direction you upshift at 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 separate from the brake pivot, is easily engaged from the hoods or the drops.

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, and our new single-lever mechanism also lets you shift faster, easier, and with more accuracy, without scrubbing speed or losing your grip.

- **One shift lever for up- and downshifting**
- **Best in class ergonomics for comfort and excellent handling**

Available in:

SRAM Red™ SRAM Force SRAM Rival SRAM Apex

SRAM Technology

## 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 seem 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 |
|---|---|---|---|
| SRAM Red | 50x34<br>52x36<br>52x38 | 165<br>167.5<br>170<br>172.5<br>175<br>177.5mm | 11-23: 11-12-13-14-15-16-17-19-21-23<br>11-26: 11-12-13-14-15-17-19-21-23-26<br>11-25: 11-12-13-14-15-17-19-21-23-25<br>11-28: 11-12-13-14-15-17-19-22-25-28 |

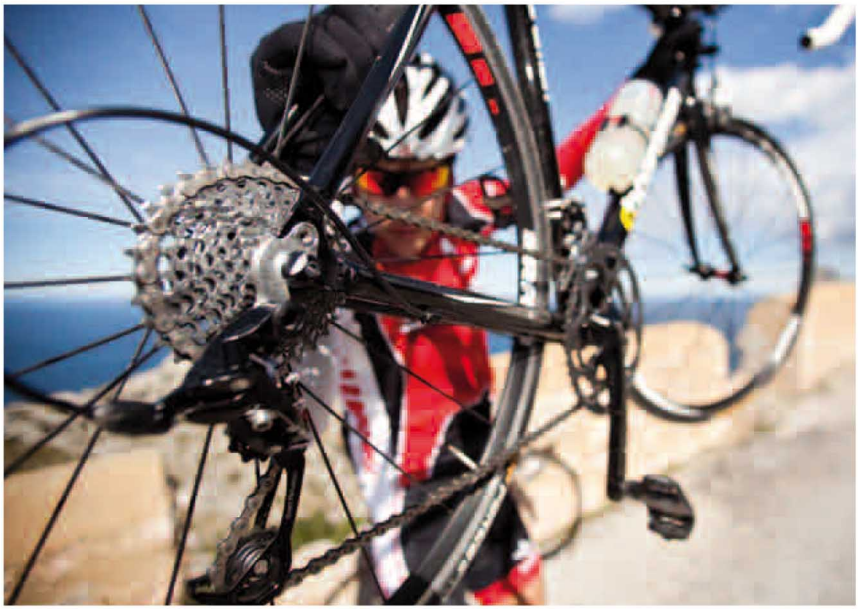
| Groupset | Crank versions* | Crank lengths | Cassettes |
|---|---|---|---|
| SRAM Force | 50x34<br>50x36<br>52x36<br>52x38 | 170<br>172.5<br>175<br>177.5mm | 11-23: 11-12-13-14-15-16-17-19-21-23<br>11-25: 11-12-13-14-15-17-19-21-23-25<br>11-26: 11-12-13-14-15-17-19-21-23-26<br>11-28: 11-12-13-14-15-17-19-22-25-28<br>11-32: 11-12-13-15-17-19-22-25-28-32<br>12-25: 12-13-14-15-16-17-19-21-23-25<br>12-26: 12-13-14-15-16-17-19-21-23-26<br>12-27: 12-13-14-15-16-17-19-21-24-27<br>12-28: 12-13-14-15-16-17-19-22-25-28<br>12-32: 12-13-14-15-17-19-22-25-28-32 |

| Groupset | Crank versions* | Crank lengths | Cassettes |
|---|---|---|---|
| SRAM Rival | 46x38<br>50x34<br>50x36<br>52x36<br>52x38 | 165<br>170<br>172.5<br>175<br>177.5<br>180mm | 11-23: 11-12-13-14-15-16-17-19-21-23<br>11-25: 11-12-13-14-15-17-19-21-23-25<br>11-26: 11-12-13-14-15-17-19-21-23-26<br>11-28: 11-12-13-14-15-17-19-22-25-28<br>11-32: 11-12-13-15-17-19-22-25-28-32<br>12-25: 12-13-14-15-16-17-19-21-23-25<br>12-26: 12-13-14-15-16-17-19-21-23-26<br>12-27: 12-13-14-15-16-17-19-21-24-27<br>12-28: 12-13-14-15-16-17-19-22-25-28<br>12-32: 12-13-14-15-17-19-22-25-28-32 |

| Groupset | Crank versions* | Crank lengths | Cassettes |
|---|---|---|---|
| SRAM Apex | 48 X 34<br>50 X 34<br>50 X 36 | 165<br>170<br>172.5<br>175<br>177.5<br>180mm | 11-23: 11-12-13-14-15-16-17-19-21-23<br>11-25: 11-12-13-14-15-17-19-21-23-25<br>11-26: 11-12-13-14-15-17-19-21-23-26<br>11-28: 11-12-13-14-15-17-19-22-25-28<br>11-32: 11-12-13-15-17-19-22-25-28-32<br>12-25: 12-13-14-15-16-17-19-21-23-25<br>12-26: 12-13-14-15-16-17-19-21-23-26<br>12-27: 12-13-14-15-16-17-19-21-24-27<br>12-28: 12-13-14-15-16-17-19-22-25-28<br>12-32: 12-13-14-15-17-19-22-25-28-32 |

* Also available in standard 53x39





Wider, Faster, Lighter

## WiFLi = Wider – Faster – Lighter

SRAM's WiFLi Technology is based on the compact 2 x10 - two front chainrings and 10 gears in the rear - inherent in SRAM Apex and Rival, which delivers a wider range of gears than your standard triple, faster shifts through two chainrings and 10 gears, and with significant weight savings. It's the newest technology from the company that continues to innovate and improve the cycling experience.

11-32



## WiFLi™ is all you need to know...

- Wider – a wider range of gears for every climb and any descent
- Faster - two chainrings shift (and set-up) much faster and more easily than three
- Lighter – as much as 274g (9.8%) less than the most popular road triple
- Much improved Q-factor - improved heel clearance
- Easier set up - two is easier than three
- Compatible with SRAM RED, SRAM Force, SRAM Rival and SRAM Apex

Available in:

SRAM RIVAL SRAM APEX


SRAM
NISSAN
TREK




Lance Armstrong and Team RadioShack - Photographer: Graham Watson

## SRAM RED COMPONENTS ARE DESIGNED AROUND THREE CORE IDEALS:

- 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 | GXP | PF 30

# SRAM RED™

NEW

SRAM RED Limited Tour Edition



SRAM RED

## DOUBLETAP® CONTROLS




Limited Tour Edition

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™ shift lever engagement. New for this year, the trim position will be available on the big and small chainring.

**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-tuneable 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 |

## REAR DERAILLEUR




Limited Tour Edition

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




Limited Tour Edition

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 |




## BRAKESET

The RED Brakeset offers pure stopping power and modulation in an incredibly 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.

Limited Tour Edition

| | |
|---|---|
| **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 |

GXP




## CRANKSET

Strong, smooth, responsive: the SRAM RED Crankset is the perfect choice. The integrated carbon spider's design is sleek and incredibly stiff, allowing for efficient power transfer.

### OPTION: BB30 CRANKSET

Supersize your ride with the BB30 SRAM RED Crankset: 10% more stiffness – more power to the pedal, 20% less weight, and 300% more ankle clearance.

**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)<br>630g w/BB (BB30) |
| **Avail. Arm Lengths** | 165, 167.5, 170, 172.5, 175, 177.5mm |
| **Available Ratios** | GXP/ BB30: 55/42, 54/42, 53/39, 52/38, 52/36, 50/34 |
| **Compatibility** | GXP / Press Fit /BB30 / Press Fit 30 BB w/ Ceramic Bearings |



BB30 Limited Tour Edition

BB30 | compact | GXP | PF 30



## OG 1090 CASSETTE

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. Weight, stiffness, and strength-wise, the OG 1090 Cassette delivers titanium's 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 1091 R, PC 1091, PC 1071 |
| **Sprocket** | Heat-Treated Steel |
| **Available In** | 11, 12, 13, 14, 15, 16, 17, 19, 21, 23<br>11, 12, 13, 14, 15, 17, 19, 21, 23, 25<br>11, 12, 13, 14, 15, 17, 19, 21, 23, 26<br>11, 12, 13, 14, 15, 17, 19, 22, 25, 28 |

Limited Tour Edition

NEW



## PC 1091R POWERCHAIN™

The newest 1091R chain features more heavily chamfered outer plates for improved shifting and quieter running. Other advancements include a new inner plate finish plus chrome hardened pin construction, both for longer chain life.

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

| | |
|---|---|
| **Compatible Gears** | 10 |
| **Closing Link** | PowerLock |
| **Outer/Inner Plate** | Nickel |
| **Pin Treatment** | Chrome-hardened pins |
| **Group** | SRAM RED / SRAM Force / SRAM Rival / SRAM Apex |
| **Chain Weight** | 257g (114 links) |

willyoumaketheleap.com



# SRAM Force

SRAM's original professional groupset was most recently updated with big brother RED's world-class innovations and technologies, putting it on par with the world's finest.
Force's race-proven technologies were developed at the front of the peloton, and the world's second best groupset features a world-class weight of 1951 grams.
So no matter what level of racing or riding, SRAM Force will inspire confidence and provide the features and benefits you need to cross the line first.




BB30 | compact | GXP | PF30




## DoubleTap® Controls

SRAM Force DoubleTap® controls put the revolutionary advantage of DoubleTap® technology at your fingertips. SRAM Force maintains its carbon looks, super light weight, and ProTour proven durability. Also added is ZeroLoss shifting, which engages front shifts immediately. SRAM Force also incorporates the popular reach adjust feature, which SRAM invented, and allows for customized brake and shift lever reach. New for this year is the added trim position on the small ring, so you benefit from four different positions in the front.

**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<br>SRAM and industry-standard 10 speed cassettes |




## 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 and small 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.

**01** SRAM actuation maintains proper balance between upshifting and downshifting

| | |
|---|---|
| **Technology** | SRAM actuation |
| **Speeds** | Double front chainring |
| **Weight** | 88g braze-on,<br>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 |




## Brakeset

The 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 |




## Crankset

Competition-focused technology for the serious set, wherelight weight, strength, and durability come together. The SRAM Force crankset is offered in a BB30 option and, just like SRAM RED, the BB30 crankset is 10% stiffer, 20% lighter, and provides 300% more ankle clearance than the GXP version. Thanks to the unidirectional carbon structure, both GXP and BB30 crankset versions deliver a sleeker and race-proven design.

**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 / Press Fit / BB30 / Press Fit 30 |

BB30 | compact | GXP | PF30



## 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 PG 1070 Cassette's semi-spidered design, we have maintained the high level of shifting performance with a matched cassette/chain combination that shifts as one and runs near silent.

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

| | |
|---|---|
| **Speeds** | 10 |
| **Chain** | PC-1091 R, PC-1091, PC-1071, PC-1051, PC-1031 |
| **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.<br>11, 12, 13, 14, 15, 17, 19, 21, 23, 25.<br>11, 12, 13, 14, 15, 17, 19, 21, 23, 26.<br>11, 12, 13, 14, 15, 17, 19, 22, 25, 28.<br>11, 12, 13, 15, 17, 19, 22, 25, 28,32.<br>12, 13, 14, 15, 16, 17, 19, 21, 23, 25.<br>12, 13, 14, 15, 16, 17, 19, 21, 23, 26.<br>12, 13, 14, 15, 16, 17, 19, 21, 24, 27.<br>12, 13, 14, 15, 16, 17, 19, 21, 25, 28.<br>12, 13, 14, 15, 17, 19, 22, 25, 28, 32. |

NEW



## PC 1071 PowerChain™

The newest 1071 chain features more heavily chamfered outer plates for improved shifting and quieter running. The chrome hardened pin construction provides longer chain life.

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

| | |
|---|---|
| **Compatible Gears** | 10 |
| **Model** | PC 1071 |
| **Closing Link** | PowerLock |
| **Outer Plate** | Nickel |
| **Inner Plate** | Grey |
| **Pin Treatment** | Chrome-hardened pins |
| **Recommended Group** | SRAM Force / Shimano® 10 speed compatible |
| **Chain Weight** | 264g (1070 / 114 links) |

willyoumaketheleap.com



## SRAM RIVAL

The polished black anodized finish sets SRAM Rival apart, but that's only the beginning. SRAM Rival features sleek carbon brake levers, ZeroLoss 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.

New for 2011, SRAM Rival will offer a mid cage rear derailleur and 11-32 cassette, so you can confidently climb and descend any hill, mountain, or col.




WiFLi | compact | GXP




## DoubleTap® Controls

Built around SRAM's DoubleTap® technology, SRAM Rival controls offer a performance advantage that other competition level shifters can't touch. With ZeroLoss shifting front gears are engaged immediately. And, like other SRAM groups, SRAM Rival has two front trim positions on the big and small 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 for customized brake and shift lever reach adjustment. 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, aero-dynamic, 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, depend-ability, 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 movement from gear to gear.

**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 (Short Cage) |
| **Material** | Aluminum B-Knuckle, Inner Link, and Cage |
| **Compatibility** | Mid (32T Max) Cage and Short (28T Max) Cage |

WiFLi




## 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 precise and perfect 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

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.

**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

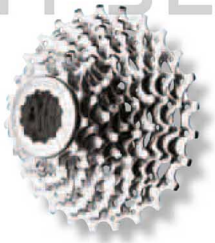
The SRAM Rival Open Core Technology (OCT) Crankset shows the way forward for any serious cyclist, putting power to the road while saving weight at the same time. Open Core Technology means the crank arms are hollow-forged out of AL-6066 alloy for maximum strength and mount our PowerGlide™ 10 speed chainrings.

compact | GXP

**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 |

11-32



## PG 1070 Cassette

The PG 1070 Cassette's semi-spidered design maintains a high level of shifting performance with a matched cassette/chain combination that runs near silent. To help you in the toughest climbs it is now available in the new 11-32 ratio.

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

WiFLi

| | |
|---|---|
| **Speeds** | 10 |
| **Recommended Chain** | PC-1091 R, PC-1091, PC-1071, PC-1051, PC-1031 |
| **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.<br>11, 12, 13, 14, 15, 17, 19, 21, 23, 25.<br>11, 12, 13, 14, 15, 17, 19, 21, 23, 26.<br>11, 12, 13, 14, 15, 17, 19, 22, 25, 28.<br>11, 12, 13, 15, 17, 19, 22, 25, 28,32.<br>12, 13, 14, 15, 16, 17, 19, 21, 23, 25.<br>12, 13, 14, 15, 16, 17, 19, 21, 23, 26.<br>12, 13, 14, 15, 16, 17, 19, 21, 24, 27.<br>12, 13, 14, 15, 16, 17, 19, 21, 25, 28.<br>12, 13, 14, 15, 17, 19, 22, 25, 28, 32. |

NEW



## PC 1051 PowerChain™

SRAM continues to innovate the chains that continue to win races around the world. The new PC1051 10 speed PowerChain featuring the PowerLock™ connecting link provides smooth, precise shifting and weight savings.

- Compatibility extends to industry-standard 10 speed systems

| | |
|---|---|
| **Compatible Gears** | 10 |
| **Model** | PC 1051 |
| **Closing Link** | PowerLock |
| **Outer Plate** | Nickel |
| **Inner Plate** | Nickel |
| **Pin Treatment** | Chrome-hardened pins |
| **Recommended Group** | SRAM Rival / SRAM Apex, Shimano® compatible |
| **Chain Weight** | 277g (114 links) |

willyoumaketheleap.com



NEW

# SRAM APEX™

Wherever the Road Takes You - SRAM Apex is the perfect blend of technology and performance, borrowing from SRAM's Tour de France conquering RED gruppo, but will take you even further with the WiFLi technology: compact double chainrings and the world's first 32 road cassette, that delivers a wider gear range than the most popular triple. The combination makes climbing easier and descending faster, in a simpler, lighter, and sleek design that will have you looking and riding like a pro.

11-32




WiFLi | compact | GXP

SRAM APEX




## DoubleTap® Controls

One Size Fits All. The new Apex Shifter, like every SRAM road group, features the proprietary DoubleTap technology, which offers benefits such as independent "reach adjust" for both shift and brake levers. The Apex shift lever utilizes a single lever for shifting and a dedicated lever for braking. In the front it allows you to trim on the small and big rings. All of these mechanical features are packaged in an exceptionally light 344g package, and features no external cables to maximize aerodynamics and provide a sleek look.

**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 344g
**03** High pivot brake lever with reach adjust

| | |
|---|---|
| **Technology** | DoubleTap®, ZeroLoss™ front shifting, Reach Adjust |
| **Speeds** | 10 rear / Double FC front |
| **Weight** | 344g pair |
| **Material** | Forged Aluminum brake lever, Cast Aluminum shift lever |
| **Compatibility** | SRAM RED, SRAM Force and SRAM Rival Front and Rear Derailleurs<br>SRAM and industry-standard 10 speed cassettes |

NEW




Short cage option



## Rear Derailleur

SRAM again raises the bar on Rear Derailleur performance with the new Exact Actuation Apex rear derailleur. The Apex Rear Derailleur represents the same design philosophy that has delivered our best in class products for the road market. Features include our new precise Exact Actuation ratio that offers the widest range of adjustment coupled with a precise geometry to create market leading 10 speed performance.

**01** Exact Actuation means precise, even gear changes throughout the shifting range
**02** Mid cage design compatible with an 11-32 cassette

| | |
|---|---|
| **Technology** | Exact Actuation™, WiFLi™ |
| **Speeds** | 10 |
| **Weight** | Short Cage - 200g<br>Mid Cage - 210g |
| **Material** | Aluminum body,<br>Alloy outer cage,<br>Steel inner cage |
| **Compatibility** | Mid (32T Max) Cage and Short (28T Max) Cage |

WiFLi




## Front Derailleur

The new Apex 10 speed Front Derailleur offers a complete approach to the critical balance of positive downshifts and light action upshifts. Featuring a proprietary SRAM actuation ratio, professionally engineered cage design and intuitive adjusters, the new SRAM Apex front derailleur establishes itself as a legitimate high performance product.

**01** SRAM actuation maintains proper balance between upshifting and downshifting

| | |
|---|---|
| **Technology** | WiFLi™, ZeroLoss™ trim |
| **Speeds** | Double front chainring |
| **Weight** | 89g braze-on, |
| **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 |




## Brakeset

Dual Pivot Stopping Power. The new Apex Brakeset compatible with 28C tires is designed with high performance and good looks as our guiding principles. Featuring Dual Pivot performance combined with an external centering adjuster, proprietary pad compound the Apex Brakeset offers a powerful response when actuated.

**01** Dual Pivot design increases braking power and enhances progressive feel

| | |
|---|---|
| **Technology** | Sram Dual Pivot design |
| **Weight** | 308g |
| **Material** | Forged alloy calipers |
| **Pad / Holder** | SRAM® / Swiss Stop® Compound pads |
| **QR** | Indexed |




## Crankset

The Apex Crankset is designed to offer maximum stiffness with minimum weight. Utilizing our innovative Cold forging process the Apex crankset tips the scales at less than 890 grams.

**01** Alloy crankarms with lower Q factor than triple chainrings
**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** | 890g |
| **Avail. Arm Lengths** | 165 - 180mm |
| **Available Ratios** | 53/39, 50/34, 48/34 |
| **Compatibility** | GXP™ Team BB / Press fit |

compact | GXP




## PG 1050 Cassette

First 11-32 on the road. Gears that are lower and higher than existing triple gear ratios with less redundancy and perfectly smooth gearing transitions. The wider range of gears provides efficiency for improved climbing and descending with unmatched efficiency.

WiFLi

| | |
|---|---|
| **Speeds** | 10 |
| **Chain** | PC-1091 R, PC-1091, PC-1071, PC-1051, PC-1031 |
| **Sprockets on Spider** | 3 |
| **Lock Ring Material** | Forged 7000 Series Alloy |
| **Sprocket Material** | Heat-Treated Steel |
| **Cassette Weight** | 11-32T - 299g<br>11-23T - 250g |
| **Available In** | 11, 12, 13, 14, 15, 16, 17, 19, 21, 23.<br>11, 12, 13, 14, 15, 17, 19, 21, 23, 25.<br>11, 12, 13, 14, 15, 17, 19, 21, 23, 26.<br>11, 12, 13, 14, 15, 17, 19, 22, 25, 28.<br>11, 12, 13, 15, 17, 19, 22, 25, 28, 32.<br>12, 13, 14, 15, 16, 17, 19, 21, 23, 25.<br>12, 13, 14, 15, 16, 17, 19, 21, 23, 26.<br>12, 13, 14, 15, 16, 17, 19, 21, 24, 27.<br>12, 13, 14, 15, 16, 17, 19, 22, 25, 28.<br>12, 13, 14, 15, 17, 19, 22, 25, 28, 32. |




## PC 1031 PowerChain™

Simply stronger. The PC1031 chain benefits from new design changes for better performance.

| | |
|---|---|
| **Compatible Gears** | 10 |
| **Model** | PC 1031 |
| **Closing Link** | PowerLock® |
| **Outer Plate** | Nickel |
| **Inner Plate** | Grey |
| **Pin Treatment** | Chrome-hardened pins |
| **Recommended Group** | SRAM Apex / Shimano® 10 speed compatible |
| **Chain Weight** | 277g (1050 / 114 Links) |

# SRAM Triathlon & TT

When it comes down to split seconds the world's best rely on SRAM: Macca, Lieto, Beraseteguí, Alberto, Andy, Lance and Fabian. With the widest and most complete range of aero shifters and brake levers, SRAM components provide you choices along with the winning edge over the competition.






Rider: Markus Fachbach




Time Trial World Champion: Fabian Cancellara - Photographer: Tim de Waele




NEW Limited Tour Edition

## Formula one shifting hits Time Trial & Triathlon

SRAM R2C TT shifters: innovative shifting.
Features that only a Formula One driver could enjoy are now available for the best Triathletes and Time Trial specialists in the world: Chris Mc Cormack, Chris Lieto, Alberto Contador, Virginia Berasetegui, Andy Schleck, 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 with a 40 degree 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

**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, SRAM Rival and SRAM Apex Front and Rear Derailleurs |



Rider: Terenzo Bozzone - Photographer: Eric Wynn





NEW

Limited Tour Edition

## 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, SRAM Rival and SRAM Apex Front and Rear Derailleurs |





NEW

Limited Tour Edition

## 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, SRAM Rival and SRAM Apex 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, SRAM Rival and SRAM Apex Front and Rear Derailleurs |



## 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, SRAM Rival and SRAM Apex Brakesets |
| **Weight** | 115g/pair |
| **Material** | Aluminum |

Recommended groupset: SRAM RIVAL



# SRAM PowerMeters, Cyclocross,

SRAM delivers the complete range of componentry for every type of cyclist, whether your conquering the Tour de France or a ride to the grocery store, SRAM pays great attention to lightweight, durability, and efficient performance for every single component we design.



# Chains and Cassettes




Rider: Lance Armstrong, Team RadioShack - Photographer: Graham Watson




## S975 SRM™ Power Meter Crankset

A leader in the world of power measurement, and constantly driving innovation, the wireless S975 SRM integrates SRAM's unidirectional carbon fiber crank arms matched to SRAM's smooth shifting RED chainrings. The S975 wireless delivers all the function you expect to maximize your personal training and features ANT+ wireless technology for use with a range of wireless display devices.

| | |
|---|---|
| **Arm Material** | Unidirectional Carbon |
| **Chainring Material** | SRAM RED PG Chainrings w/ Anodized Coating / Alloy Chainring Bolts |
| **Head Unit** | SRM™ or Garmin® |
| **Software** | SRM™ or Training Peaks™ |
| **Wireless technology** | Latest industry standard / ANT+ wireless protocol |
| **Avail. ArmLengths** | 170, 172.5, 175, 177.5mm |
| **Available Ratios** | 53/39 |
| **Weight** | 922g w/BB |
| **Compatibility** | GXP, Press Fit, BB30, Press Fit 30 / 130BCD SRAM rings including TT/ Tri rings |



SRM PC7 head unit

BB30 | GXP | PF30




## S975 Quarq™ Power Meter Crankset

SRAM's Quarq power crankset is compatible with all of SRAM's road groupsets, and the cranks feature SRAM's integrated carbon crank arm and SRAM's proven RED chainrings. The Quarq is the lightweight leader for wireless power devices and installation and battery change-outs are simple, plus ANT+ Wireless compatibility gives it the flexibility to sync with nearly any display unit.

| | |
|---|---|
| **Arm Material** | Unidirectional Carbon |
| **Chainring Material** | SRAM RED PG Chainrings w/ Anodized Coating / Alloy Chainring Bolts |
| **Head Unit** | Garmin® |
| **Software** | Training Peaks |
| **Wireless technology** | Latest industry standard / ANT+ wireless protocol |
| **Avail. ArmLengths** | 170, 172.5, 175, 177.5mm |
| **Available Ratios** | 53/39 |
| **Weight** | 884g w/ BB |
| **Compatibility** | GXP, Press Fit, BB30, Press Fit 30 / 130BCD SRAM rings including TT/Tri rings |



Edge 705 / Edge 500 / Forerunner 310XT: Compatible Garmin® head units

BB30 | GXP | PF30




## SRAM Accessories

**Superlight Bar Tape**
Durability, comfort,and breathability in an ultra-light package. 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.

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

**Gore cable systems**
The SRAM professional cable system by Gore improves shifting, adds a new level of durability for consistent clean running cables, and its the cable system preferred by the world's best cycling teams.

**Ceramic RD pulleys**
The same hybrid ceramic cartridge bearings used in the SRAM RED Rear Derailleur's upper and lower pulleys: reduced friction, increased stiffness, lighter weight, and added durability.

| | |
|---|---|
| **Weight** | 12g each |
| **Material** | Ceramic Balls/ Stainless Steel Races |
| **Compatibility** | SRAM RED, SRAM Force, SRAM Rival and SRAM Apex Rear Derailleurs |
| **Availability** | Sold as a pair (upper and lower pulley set) |

**Supercork Bar Tape**
Cork: dependable, comfortable, and classic. Option: Make The Leap graphics (black, white, red).

Black, White, Blue, Red, Yellow, Pink

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









## SRAM DoubleTap® 10 Flat-Bar Road Shifter

DoubleTap® technology makes the leap to performance flat-bar bikes with the new SRAM Flat-Bar Road Shifter. Smooth multi-gear upshifts and indexed single-gear downshifts are lightning-fast and a carbon-fiber clamp helps keep the lever's weight to a minimum. It features an adjustable lever for easy customization, as well as a dial gear indicator for quick reference.

| | |
|---|---|
| **Technology** | DoubleTap® |
| **Speeds** | 10 rear / 2 front |
| **Material** | Carbon Clamp / Aluminum Lever / Aluminum Housing |
| **Compatibility** | SRAM RED, SRAM Force, SRAM Rival and SRAM Apex Rear Derailleurs |



NEW

## SRAM SL700 Flat-Bar Road Shifter

The SL700 Flat Bar Road Trigger maintains the legacy of SRAM Road shifting performance. Ten speed Exact Actuation combined with two dedicated shift levers provide a serious offer for mid level bikes. The new Jet Black Gloss finish and Silver graphics create a high value price point package.

| | |
|---|---|
| **Technology** | Impulse |
| **Speeds** | 10 rear / 2 front |
| **Material** | Aluminum - Composite Lever / Aluminum - Composite Housing |
| **Compatibility** | SRAM RED, SRAM Force, SRAM Rival and SRAM Apex Rear Derailleurs |



NEW

## SRAM BL700 Brake Lever

Matched to integrate perfectly with SRAM's popular flatbar shifters, the ergonomic flatbar brake lever is designed for the perfect balance of power and modulation.

| | |
|---|---|
| **Material** | Aluminum |
| **Compatibility** | SRAM RED, SRAM Force, SRAM Rival and SRAM Apex brakes |



## 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 different BB systems (GXP, Press Fit, BB30 and Press Fit 30). 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 / Press Fit / Press Fit 30 / 130BCD SRAM 10speed rings including TT/Tri rings |

BB30 | compact | GXP | PF30



## S500 Crankset

Performance and strength with a beautiful finish is what the S500 delivers. The forged AL 7050 crank is matched with SRAM's patented PowerGlide chainrings and several bearing bottom bracket systems for smooth and elegant shifting performance.

| | |
|---|---|
| **Arm Material** | AL 7050 TV |
| **Chainring Material** | PG Chainrings Al 7075-T6 |
| **Weight** | 815g 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 / Press Fit / Press Fit 30 / 130BCD SRAM 10 speed rings including TT/Tri rings |

BB30 | compact | GXP | PF30



## S300 Crankset

| | |
|---|---|
| **Arm Material** | AL-6061 T6 Alloy |
| **Chainring Material** | PG Chainrings AL-7075-T6 Hard-Anodized Coating |
| **Weight** | 890g w/ GXP BB |
| **Avail. Arm Lengths** | 165, 170, 172.5, 175, 177.5, 180mm |
| **Available Ratios** | 53/39, 50/34, 46/38 |
| **Compatibility** | 10 speed rings - GXP / Press Fit BB |

compact | GXP

## S100 Crankset

| | |
|---|---|
| **Arm Material** | AL-6061 T6 |
| **Chainring Material** | PG Chainrings AL-7075-T6 Hard-Anodized Coating |
| **Weight** | 1025g w/ Power Spline BB |
| **Avail. Arm Lengths** | 165, 170, 172.5, 175mm |
| **Available Ratios** | 53/39, 50/34, 46/38 |
| **Compatibility** | 10 speed rings - PowerSpline |

compact

# SRAM Cassettes & Chains

## 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. Developed along with the world's best riders, efficiency, light weight, and precise shifting are at the core at what are some of the most popluar cassettes in the world, which feature an incredible range of rider considerate ratios.

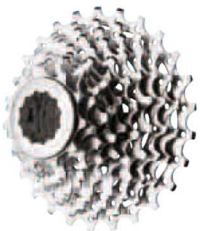
## Chains

Accurate shifting, excellent wear resistance, and superior durability with 8, 9, and 10 speed compatibility: the SRAM PowerChain™ II will help drive you every inch of every ride with confidence and unmatched reliability.

### 10 Speed Cassettes



**Recommended for SRAM RED**
**OG 1090**
**Available In**
11-23, 11-25, 11-26, 11-28



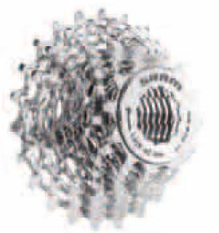
**Recommended for SRAM FORCE and SRAM RIVAL**
**PG 1070**
**Available In**
11-23, 11-25, 11-26, 11-28, 11-32, 12-25, 12-26, 12-27, 12-28, 12-32



NEW

**Recommended for SRAM APEX**
**PG 1050**
**Available In**
11-23, 11-25, 11-26, 11-28, 11-32, 12-25, 12-26, 12-27, 12-28, 12-32

### 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

### 10 Speed Chains NEW

**Recommended for SRAM RED**



**PC 1091 R**



**PC 1091**

**Recommended for SRAM FORCE and SRAM RIVAL**



**PC 1071**



**PC 1051**

**Recommended for SRAM APEX**



**PC 1031**



**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
Trimaco




Rider: Zdenek Stybar - Photographer: Graham Watson



Avid shorty 6

Avid shorty 4

NEW

## AVID Shorty Ultimate

Our cyclocross brake with the ultimate balance of power, control and weight. The Shorty Ultimate is available in a pre-set wide or narrow stance which allows for greater power (narrow) or increased mud clearance (wide). New for 2011: The Avid Shorty Ultimate is equipped with an in-line cable adjuster and a quick realease. It comes with standard road cartridge pads.

| | |
|---|---|
| **Material** | Full Stainless Hardware, forged |
| **Weight** | 115g |
| **Compatibility** | SRAM RED, SRAM Force, SRAM Rival , SRAM Apex Road Brake Levers<br>900, 500 Single Speed Brake Lever |

## AVID Shorty 6 and Shorty 4

Designed for modern cyclocross conditions and equipment, they are also perfect for Trekking and Touring bicycles. Less noisy than other rim brakes, the center mount pad reduces fork vibration.



## AVID BB7 road brake

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.

| | |
|---|---|
| **Weight** | 329g |
| **Features** | Tri-Align Caliper Positioning System, Forged two-piece caliper design, Dual-knob pad adjustment, Tool-free pad replacement |
| **Rotor** | G2 CleanSweep 160 / 185 / 203mm<br>(140mm rotor available for rear only) |



## 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 |

# SRAM Wheels

The SRAM wheel range takes it to a new level with a complete line of carbon wheels and a new addition to the aluminum family: the S30 AL Gold. With a patented deep rim technology from the world leaders in aerodynamic development, the range of SRAM wheels will offer you the best possible ride what ever your needs are. The unidirectional carbon or aluminum models combine a specific rim design with best in class wheel structure, to achieve the optimum energy transfer without compromising on comfort. Higher stiffness, contained weight will improve acceleration, handling and give you extra speed. In one word – efficiency.




Rider: Antonio del Pino - Photographer: Simon Ciltali




SRAM

## 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.





| | S40 Front | S40 Rear |
|---|---|---|
| **Wheel** | | |
| **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.





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

## S80 THE ULTIMATE AERO ADVANTAGE

When it comes to riding faster, why should you have to do all the work? The S80 was developed with the world's smartest aerodynamic technologies built in. 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.





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

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



# S30 AL Gold THE EXTRA TOUCH

This is the perfect upgrade for the perfect combination of lightweight and aerodynamics. The S30 AL Race Special Edition **saves you some more grams and some more calories**. The wheels come with **Ceramic bearings and Titanium quickreleases**. On top this Special Edition gives your bike this special look through it's Gold anodized finish.

NEW





| Wheel | Front | Rear |
|---|---|---|
| Depth | 30mm | 30mm |
| Rim Shape | Hybrid Toroidal® | Hybrid Toroidal® |
| Spoke Count | 18 | 20 |
| Type | Clincher | Clincher |
| Finish | Gold Anodized | Gold Anodized |
| Weight | 660g | 790g |

# 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.



| 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 | 665g | 795g |

# 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.



| 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 | 705g | 825g |

# 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.



| Wheel | Front | Rear |
|---|---|---|
| Depth | 27mm | 27mm |
| Rim Shape | Traditional | Traditional |
| Spoke Count | 18 | 20 |
| Type | Clincher | Clincher |
| Finish | Black Brush | Black Brush |
| Weight | 740g | 890g |

Available accessories from the SRAM Road wheel line: Valve Extensions, Quick Releases, Rim Tape and Wheel Bags.

# SRAM Tech Quick Start

With SRAMs proven DoubleTap® technology of the SRAM ROAD groupsets, shifting is easier, faster and more precise than ever. Mounting and tuning the SRAM components differs in some parts from other manufacturers. There are multiple possibilities of customizing SRAM components according to individual needs. The following Tech Quick Start pages show you what to do and how to do it. Just grab your tools and start.




AG2R Mechanic - Photographer: Gaetan Vetois


KOM
AG2R
MONDIA
san marco
MICHELIN
SRAM

# SRAM Road Installation and Tuning

Mounting and tuning SRAM RED, SRAM Force, SRAM Rival and SRAM Apex differs in some important points from traditional road components. Also SRAM RED; SRAM Force, SRAM Rival and SRAM Apex components offer several options to customize and fit them to your individual needs.

**SRAM own features:**

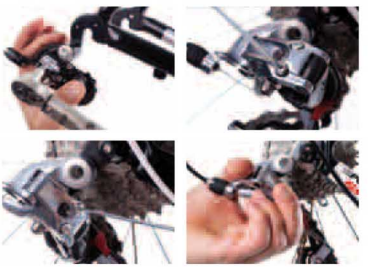
- Adjustment of the correct distance between the upper pulley and the SRAM cassette.
- Trim position on the outer chainring.
- Longer rear derailleur housing.
- Possibility to adjust the reach of the brake and the shift lever individually.

## Here we show and explain the workflow for these functions:

### Adjusting the upper and lower rear derailleur limit screws

**Tools required: 5mm hex wrench, torque key 1-10 Nm, 2,5mm hex wrench for SRAM RED, Philipps screw driver for SRAM Force, SRAM Rival and SRAM Apex**
**Difficulty: medium**
**Time needed: 5 min**

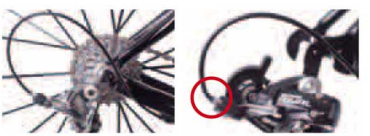
- Mount the rear derailleur in the correctly adjusted derailleur hanger with a 5-mm-hex wrench and the recommended torque of 5-7 Nm (44-62 in-lb).
- Adjust the lower limit with the screw H (H = High speed) so that the chain can't fall off the smallest cog. The screw named L controls the upper limit (L = Low speed) so that the chain can't fall off the biggest cog.
- Check the correct limitations by pushing and pulling the derailleur by hand against the limits. The chain must not fall off into the spoke side and not between the smallest cog and the frame.



### Correct housing length

**Tools required: tape measure, sharp side cutter**
**Difficulty: easy**
**Time needed: 5 min**

- On frames with an external cable stop the housing length for the rear derailleur should be 37 cm (14.5"). Housing that is too short can cause excessive friction and kinks in the cable. 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 5-7 Nm (44-62 in-lb) under the plate.



### Shortening the chain

**Tools required: 10 speed chain tool**
**Difficulty: medium**
**Time needed: 5 min**

This is the way to find the correct chain length on SRAM road drivetrains:

- Put the chain over the outer chainring and the largest cog - without going through the pulleys.
- Mark the length with the shortest possibility to connect both ends and add one inner link and the Powerlock.
- Now shorten the chain with a 10 speed chain tool so that there are 2 inner links left on the ends of the chain.



**Attention:** If you are in doubt about the right chain length, better choose the longer possibility and shorten it if there is no tension on the chain in small-small combination.

## Close the PowerLock

- Put both parts of the PowerLock in the ends of the chain. The arrow on the outer link should point in the running direction of the chain when pedaling forward.
- Bring the PowerLock now in a position above the chainstay between the cassette and the chainring. Check again that both parts have not opened while running over the cassette.
- Now hold the rear wheel and put power on the crank until the bolts of the PowerLock snap in their locked position.

Finally check if the chain is running and changing smooth and easy now in every chainring-cog combination.





**Attention:** After having locked the PowerLock you can not open it again. You have to use a standard chain tool and a new PowerLock.

## VERY IMPORTANT: Correct distance between upper pulley and cogs!

**Tools required: 2,5mm hex wrench for SRAM RED, Philipps screw driver for SRAM Force, SRAM Rival and SRAM Apex**
**Difficulty: medium**
**Time needed: 5 min**

- 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 6-8mm (top 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 largest cog of the new cassette.








# Reach Adjust and Tuning

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



## Customized fit on SRAM DoubleTap levers

- You can adjust the reach of all SRAM Double Tap shifters individually to your needs and your handsize.

**Attention:** If you change the cassette this distance should be adjusted to the largest cog of the new cassette.



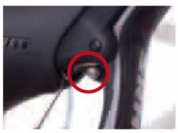
**Attention:** When adjusting the reach you should always tune the shift lever first, then the brake lever!

## Reach adjustment of the SRAM shift lever

**Tools required: needle or pick**
**Difficulty: medium**
**Time needed: 5 min**

- You can adjust the reach of the SRAM shift levers according to your hand size or your individual needs. The cam at the upper part of the shift lever (circle in the top picture right) can be moved with a needle or a pick to 6 different positions. To do this press the cam with a pick against the lever until you can turn the cam in your desired position. TIP: Imagine a clock. Main positions are 12 o'clock = 10mm/minimum distance to handlebar. 3 o'clock = 5mm, 6 o'clock is 2,5mm, 9 o'clock = 0mm/max reach.









# Reach Adjust and Tuning

## Reach adjustment of the SRAM brake lever

**Tools required: 3mm hex wrench**
**Difficulty: medium**
**Time needed: 5 min**

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



**Attention:** before you ride, always check for proper brake function after making an adjustment.

## Mounting and fixing the front derailleur

- First picture on the right side: For compact cranks the front derailleur for the brazed on version is mounted in the upper thread (circle). For cranksets with 53/39, 52/38 or 52/36 you use the lower thread of the derailleur.
- The distance between the outer cage of the front derailleur to the teeth of the outer chainring should be 1 - 3mm. Take care that the cage is absolutely parallel to the chainring.





## Adjustment of the lower limit on the front derailleur

- Put the chain on the outer chainring and the largest cog.
- Now adjust the lower limit with the inner screw (circle) so that the distance between inner cage and chain is 0,5 – 1,0mm.



## Tuning of the cable tension on the front derailleur

- Shift down on the left DoubleTap Shifter in the inner chainring position and put the chain on the inner chainring.
- Turn back the adjusting screw on the frame or housing (inline adjuster ) .
- Now place the inner cable under the cable anchor washer and tighten the cable.
- Now tighten the 5mm bolt with 5 Nm (44 in-lb).
- Tune the cable tension now with the adjusting screw. When shifting up on the left DoubleTap shifter the chain should climb up on the outer chainring and should not touch the chain in the end position.





## Adjustment of the upper limit on the front derailleur

- Shift the chain on the outer chainring and the smallest cog.
- Now adjust the upper limit with the outer screw (circle) so that the distance between outer cage and chain is 0,5 – 1,0mm.



## Trim position and cable tension for the front derailleur

- The front derailleur of all SRAM groupsets has its trim positions on the outer and inner chainring. A light tap on the lever will allow you to trim the front derailleur – no more rub.
- The cable tension on the front derailleur must be tuned so that when shifting in the trim positions, the front derailleur moves about 2mm. Attention: If the cable tension is too strong the perfect trim position can not be achieved.

# BB30 Installation

SRAM RED & SRAM Force cranks are SUPERSIZED with BB30, a new industry 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:

### 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.




### 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.




### 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 the next step, below.





### 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 10mm torque wrench and tighten the crank arm bolt to 48-54 Nm (425-478 in-lb).





### 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 the third step.
- 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.







# R2C TT Shifter Mount

SRAM R2C shifters can be mounted directly onto some types of aerobar extensions. On open types of extensions you have to mount the complete housing with the internal clamp.
**Attention**: R2C TT shifters have a bigger diameter than the SRAM 900 TT and SRAM 500 TT shifters. There are different ZIPP aerobar extensions for the different types of SRAM TT shifters.

## To correctly install the SRAM R2C TT shifters follow these steps explained below:

### The correct extension for direct mount
- Please make sure, that the aerobar extensions on your bike match with the SRAM R2C TT shifters.
- R2C TT shifters (below on the right photo) need a bigger diameter at the direct mount extension than SRAM 900 TT and SRAM 500 TT shifters (top on the photo).


direct mount

### Internal clamp mount
- Nearly all aerobar extensions available on the market are suitable for the mount of the internal clamp of the SRAM R2C TT shifters.
- We recommend our top of class ZIPP Vuka Aero or ZIPP Vuka Extensions.


mount with plug in

### Distinguishing left and right shifter
- Left and right R2C TT shifters can be distinguished by their gear marks.
- The left shifter for the front derailleur shows 4 marks for 3 shifting positions and one trim position.
- The right shifter for the rear derailleur shows 10 marks for 10 shifting positions.


right shifter left shifter

### Mounting of the shifter housing
- If the shifter mount is not integrated in your aerobar extension mount the shifter housing in the top end of the extension.
- Before you can do that you have to remove the 4-mm-screw completely and take the shifter unit off the internal clamp.



### Fixing the shifter housing
- Place the internal clamp into the extension until it stops.
- Use a 5-mm-hex wrench and tighten the internal clamp screw with the torque wrench to 8 Nm (70 in-lb) .
- Pay attention to the correct operating direction of the lever.



### Use of friction paste
- In case the shifter housing is still moving in the bar, remove the housing again.
- Apply some friction paste between clamp and bar to increase friction.
- After the housing is mounted place the shifter unit correctly in the slot and tighten the 5-mm-screw with 8 Nm (70 in-lb).



# R2C TT Shifter Adjustment

The biggest advantage of our SRAM R2C TT shifters is the fact that they always return to their neutral position after every up- or downshift. To achieve the most comfortable and aerodynamic optimal position you can adjust this neutral position individually.

**To adjust the SRAM R2C TT shifters follow these steps explained below:**

## Adjustability within a 40°- range

- The SRAM R2C TTshift lever can be adjusted within a range of 40° degrees to match perfectly every individual ergonomical and aerodynamic requirement.



## Releasing the screw

- Release the 5-mm-screw carefully to adjust the lever.

**Attention:** Release the screw only as much as needed until the lever can be easily moved up and down. Do not release the screw more than half a turn!

**Attention:** Do not try to shift when the 5-mm-screw is not tightened fully!

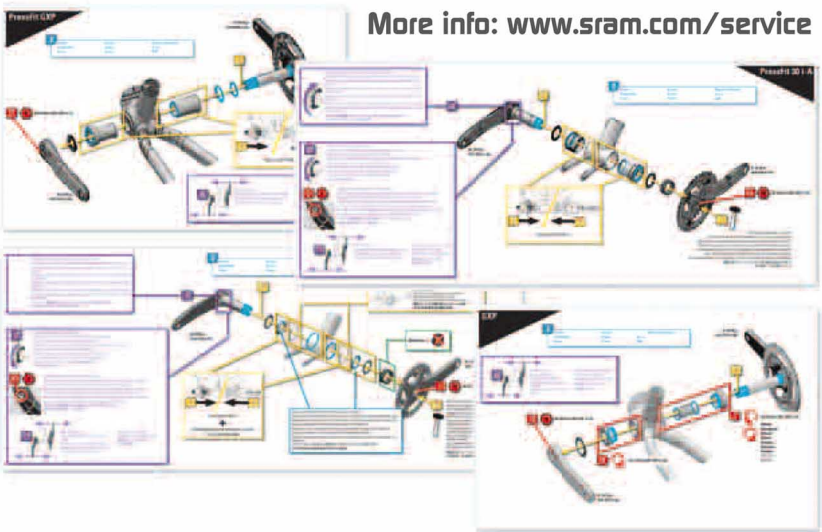


## Change shifter position

- When the shifter moves easily bring it in the desired position.
- Then tighten the screw again with 9 Nm (80 in-lb).



## More info: www.sram.com/service



## SRAM RED


Shifter


Rear Derailleur


GXP Crankset


BB30 Crankset


Ceramic BB


Front Derailleur


Brakeset


OG 1090 Cassette / PC 1091R Chain


R2C Shift Lever


900TT Brake Lever

| 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 / ZeroLoss Trim | 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 (1091R / 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, SRAM Rival and SRAM Apex 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 / SRAM Apex 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 SRAM Apex industry standard 10 spd systems |

## SRAM FORCE


Shifter


Rear Derailleur


GXP Crankset


BB30 Crankset


Bottom Bracket


Front Derailleur


Brakeset


PG 1070 Cassette / PC 1071 Chain


900TT Shift Lever


900TT Brake Lever

| 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 / ZeroLoss Trim | Dual Pivot | PowerGlide / WiFLi | 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 (1071 / 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, SRAM Rival and SRAM Apex 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 / SRAM Apex 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, 11-32, 12-25, 12-26, 12-27, 12-28, 12-32 | SRAM RED, SRAM Force, SRAM Rival and SRAM Apex industry standard 10 spd systems |

## SRAM RIVAL


Shifter


Rear Derailleur Short Cage


Rear Derailleur Mid Cage


GXP Crankset


Bottom Bracket


Front Derailleur


Brakeset


PG 1070 Cassette/ PC 1051 Chain


500TT Shift Lever


500TT Brake Lever

| SRAM RIVAL | Shifter | Rear Derailleur | Crankset | Bottom Bracket | Front Derailleur | Brakeset | Cassette | Chain |
|---|---|---|---|---|---|---|---|---|
| Technology | DoubleTap / ZeroLoss™ on the front | Exact Actuation / WiFLi | OCT Open Core Technology | GXP / Press Fit | SRAM Actuation / ZeroLoss Trim | Dual Pivot | PowerGlide / WiFLi | PowerLock / HollowPin |
| Speeds | 10 / 2 | 10 | 2 | NA | 2 | NA | 10 | 10 |
| Weight | 320g | Short cage: 188g Mid cage: 191g | 830g (w/ BB) | 115g (GXP) | 88g Braze-On 102g Clamp | 287g | 210g (11-23) | 277g (1051 / 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, SRAM Rival and SRAM Apex 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 / 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, 11-32, 12-25, 12-26, 12-27, 12-28, 12-32 | SRAM RED, SRAM Force, SRAM Rival and SRAM Apex industry standard 10 spd systems |

## SRAM APEX


Shifter


Rear Derailleur Short Cage


Rear Derailleur Mid Cage


Crankset


Bottom Bracket


Front Derailleur


Brakeset


PG 1050 Cassette/ PC 1031 Chain

| SRAM APEX | Shifter | Rear Derailleur | Crankset | Bottom Bracket | Front Derailleur | Brakeset | Cassette | Chain |
|---|---|---|---|---|---|---|---|---|
| Technology | DoubleTap / ZeroLoss™ on the front / Reach adjust | Exact Actuation / WiFLi | PowerGlide Chainrings | GXP | ZeroLoss Trim | Skeletonized Dual Pivot | PowerGlide / WiFLi | PowerLock |
| Speeds | 10 | 10 | 2 | NA | 2 | NA | 10 | 10 |
| Weight | 344g | Short Cage - 200g Mid Cage - 210g | 890g (w/ BB) | 115g (GXP) | 89g Braze-On | 308g | 299g (11-32) 250g (11-23) | 277g (1031 / 114 Links) |
| Material // Finish | Forged Brake Lever / Cast Shift Lever // Jet Black Gloss | Alloy outer cage / Steel inner cage //Jet Black Gloss | Aluminum // Jet Black Gloss | CNC Alloy Cups // Jet Black Gloss | Aluminum / Steel // Jet Black Gloss | Cold Forged / Stainless Steel // Jet Black Gloss | Forged Alloy Spider / Heat-Treated Steel // Chrome Plated | Heat-Treated Steel // Black |
| Compatibility | SRAM RED, SRAM Force, SRAM Rival and SRAM Apex Front and Rear Derailleurs | Short - Max Tooth 28T Mid - Max Tooth 32T | GXP 53/39, 52/38 52/36, 50/36, 50/34, 46/38 | SRAM RED / SRAM Force / SRAM Rival / SRAM Apex 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, 11-32, 12-25, 12-26, 12-27, 12-28, 12-32 | SRAM RED, SRAM Force, SRAM Rival and SRAM Apex industry standard 10 spd systems |

# SRAM carbon wheels



S40



S60



S80

| 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 Stealth | 2 color options: Red Race or Black Stealth | 2 color options: Red Race or Black Stealth |
| 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.

# SRAM aluminum wheels



S27 AL Comp



S30 AL Sprint



S30 AL Race



S30 AL Gold

| Aluminum wheels | | S27 AL Comp | S30 AL Sprint | S30 AL Race | S30 AL Gold |
|---|---|---|---|---|---|
| Rims | Weight* | 1630g | 1530g | 1460g | 1450g |
| | Profile | Tradtionnal | Hybrid Toroidal® | Hybrid Toroidal® | Hybrid Toroidal® |
| | Material | Alloy 5-6061 | Alloy 5-6061 | Alloy 5-6061 | Alloy 5-6061 |
| | Depth | 27mm | 30mm | 30mm | 30mm |
| | Finish | Black Brush<br>Brushed / Black anodized | Black Mirror<br>Polished / Black anodized | Black Diamond<br>Polished / Dark Grey anodized | Black Diamond<br>Polished / Dark Grey anodized |
| Spokes | Count Front/Rear | 18/20 | 18/20 | 18/20 | 18/20 |
| | Lacing Front/Rear | Radial / Rx1** | Radial / Rx1** | Radial / Rx1** | Radial / Rx1** |
| | Type / Material | Sapim CX / Stainless steel | Sapim CX Sprint / Stainless steel | Sapim CX Ray / Stainless steel | Sapim CX Ray / Stainless steel |
| | Nipples | Brass, external | Aluminum, internal | Aluminum, internal | Aluminum, internal |
| Hubs | Shells | Aluminum | Aluminum | Aluminum | Aluminum |
| | Bearings | Sealed Cartridge bearings | Sealed Cartridge bearings | Sealed Cartridge bearings | Hybrid Ceramic Cartridge bearings |
| | Feature | Play adjustment with set screw | Play adjustment with set screw | Play adjustment with set screw | Play adjustment with set screw |
| | Finish | Bead blasted<br>Black anodized, Red - White labels | Hand Polished<br>Black anodized, Red - White labels | Black Diamond<br>Polished / Ti - Carbide coating,<br>Red - White labels | Black Diamond<br>Polished / Ti - Carbide coating<br>Gold - White labels |
| Compatibility | Tire | Clincher | Clincher | Clincher | Clincher |
| | Drive train | SRAM - Shimano® 9/10 | SRAM - Shimano® 9/10 | SRAM - Shimano® 9/10 | SRAM - Shimano® 9/10 |
| | ETRTO / tire size | 622x13c / 19-28mm | 622x15c / 19-28mm | 622x15c / 19-28mm | 622x15c / 19-28mm |

# SRAM chains & cassettes


OG 1090 Cassette


PG 1070 Cassette


PG 1050 Cassette


PG 970 Cassette


PG 950 Cassette


PG 850 Cassette


10 Speed Chains


9 Speed Chains


8 Speed Chains

| 10 Speed Cassettes / Chains | OG 1090 | PG 1070 | PG 1050 | PC 1091R | PC 1091 | PC 1071 | PC 1051 | PC 1031 |
|---|---|---|---|---|---|---|---|---|
| Technology | OpenGlide | PowerGlide / WiFLi | PowerGlide / WiFLi technology | HollowPin / PowerLock | HollowPin / PowerLock | HollowPin / PowerLock | SolidPin / PowerLock | SolidPin / PowerLock |
| Speed | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Weight | 155g (11-23) | 210g (11-23) | 299g (11-32) 250g (11-23) | 257g / 114 links | 265g / 114 links | 264g / 114 links | 277g / 114 links | 277g / 114 links |
| Material // Finish | Aluminum Anodized / Heat-Treated Steel // Nickel / Chrome Plated | Forged Alloy Spider / Heat-Treated Steel // Chrome Plated | Forged Alloy Spider / Heat-Treated Steel // Chrome Plated | // Nickel inner and outer plates with cut-outs | // Nickel inner and outer plates | // Grey inner and nickel outer plates | // Nickel inner and outer plates | // Grey inner and nickel outer plates |
| Compatibility | 11-23, 11-25, 11-26, 11-28 | 11-23, 11-25, 11-26, 11-28, 11-32, 12-25, 12-26, 12-27, 12-28, 12-32 | 11-23, 11-25, 11-26, 11-28, 11-32, 12-25, 12-26, 12-27, 12-28, 12-32 | SRAM RED, SRAM Force, SRAM Rival, SRAM Apex and industry standard 10 spd systems | SRAM RED, SRAM Force, SRAM Rival, SRAM Apex and industry standard 10 spd systems | SRAM RED, SRAM Force, SRAM Rival, SRAM Apex and industry standard 10 spd systems | SRAM RED, SRAM Force, SRAM Rival, SRAM Apex and industry standard 10 spd systems | SRAM RED, SRAM Force, SRAM Rival, SRAM Apex and industry standard 10 spd systems |

| 9 Speed Cassettes / Chains | PG 970 | PG 950 | PC 991 HP | PC 991 XS | PC 991 | PC 971 | PC 951 |
|---|---|---|---|---|---|---|---|
| Technology | PowerGlide | PowerGlide | HollowPin / PowerLink | Cross Step / PowerLink | Step / PowerLink | Step / PowerLink | Step / PowerLink |
| Speed | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| Material // Finish | Satin Chrome | Chrome Plated | // Nickel inner and outer plates with cut-outs | // Nickel inner and outer plates | // Nickel inner and outer plates | // Nickel inner and grey outer plates | // Grey inner andouter plates |
| Compatibility | 11-21, 11-23, 12-23, 12-26 | 11-26, 12-23, 12-26 | 9 speed industry standard road groupset | 9 speed industry standard road groupset | 9 speed industry standard road groupset | 9 speed industry standard road groupset | 9 speed industry standard road groupset |

# SRAM powermeters, cyclocross, cranksets


S975 SRM™ Crankset


S975 Quarq™ Crankset


S900 Crankset


S500 Crankset


S300 Crankset


S100 Crankset


Omnium Crankset


Singlespeed Brake Lever Carbon


Singlespeed Brake Lever Alu.


DoubleTap 10 Flat-Bar Road Shifter


SL700 Flat-Bar Road Shifter


BL700 Brake Lever


Avid Shorty Ultimate


Avid Shorty 6


Avid Shorty 4


Avid BB7 Road



Chris Lieto: Team K-Swiss



Cervélo TestTeam



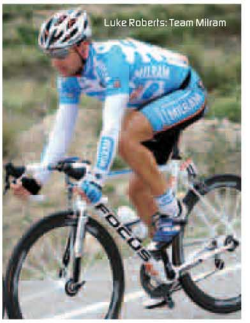

Alberto Contador: Team Astana



Dimitri Champion: AG2R




Team Fidea



Luke Roberts: Team Milram



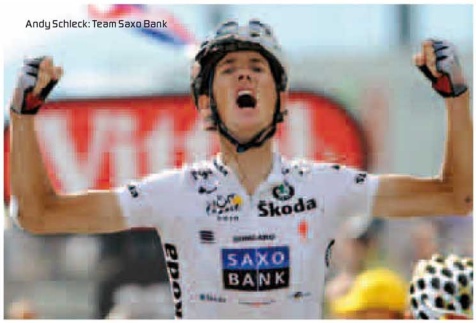
Team Livestrong



Fabian Cancellara: Team Saxo Bank



Terenzo Bozzone




Andy Schleck: Team Saxo Bank



SRAM NRS



Jan Frodeno

## SRAM Racing

When the best cycling teams in the world ask to ride SRAM RED, when the world's greatest Tour de France winner chooses SRAM, and when the fastest bikes at Kona roll with RED and the R2C aero shifters, it's a sign that you are doing things right. SRAM's best in class road componentry has conquered nearly every race in the world and continues its rise as perhaps the most successful gruppo in history. But at SRAM we remain focused on improving the riding experience, we will never stop innovating, and making componentry that people love to ride and will help them reach their goals.

### 2010 SRAM Sponsored Professional Partners

**ROAD RACING**

Team RadioShack (USA)
Team Saxo Bank (DEN)
Astana (KAZ)
Milram (GER)
Cervelo Test Team (SWI)
AG2R La Mondiale (FRA)
Footon-Servetto-Fuji

United HealthCare Pro Cycling Team pb Maxxis (USA)
Kelly Benefits Strategies Pro Cycling Team (USA)
FlyV Australia (AUS)
Jelly Belly Professional Cycing Team (USA)
Jamis Colavita Pro Cycling (USA)
Trek Livestrong U23 (USA)
Kenda Pro Cycling PB
Spinergy (USA)

Amore & Vita-McDonalds
Net App Team (GER)
Big Mat - Auber 93 (FRA)
Sean Kelly Team (BEL)
EGN Rose team (GER)

TIBCO Women's Pro Cycling (UCI Reg)
Jamis Colavita Womens Pro Cycling
Value Act Capital Womens Pro Cycling (TBD)
Nutrixxion Women (GER)
Webcor Womens Pro Cycling Team (GER)

**CYCLOCROSS**

Telenet-Fidea (BEL)
Cannondale/Cyclocross-World.com (USA)
ZZPR (NED)
Clif Bar Pro Cyclocross Team (NED)
Jesse Anthony-Jamis CX (USA)
Katie Compton-Planet Bike (USA)
Maureen Bruno-Roy-MM racing (USA)
Todd Wells - Specialized (USA)
Joachim Parbo (DEN)
Andy Jaques Maynes (DEN)

Team SAIKLS Grischa Niermann
California Giant Strawberries (GER)
Richard Sachs Cyclocross (USA)
Clif Bar Development Team (USA)

**TRIATHLON**

Alistair Brownlee (GBR)
Rasmus Henning (DEN)
Chris McCormack (AUS)
Michellie Jones (AUS)
Normann Stadler (GER)
Chris Lieto (USA)
Julie Dibens (GBR)
Michael Raelert (GER)
Virginia Berasategui (ESP)
Marino Vanhoenacker (BEL)
Nicole Leder (GER)
Nicole Töpfer (GER)
Bella Bayliss (GBR)
Lothar Leder (GER)
Stephen Bayliss (GBR)
Samantha McGlone (CAN)
Kieran Doe (NZL)
Desiree Ficker (USA)
Pip Taylor (AUS)
Linsey Corbin (USA)
Kim Loeffler (USA)
Tim DeBoom (USA)
Brent McMahon / Blue (USA)
David Thompson
Jordan Rapp
Terenzo Bozzone (NZL)
Sandra Wallenhorst (GER)
Luke McKenzie (AUS)
Marinda Carfree
Charlotte Paul
Phillip Graves (GBR)
Javier Gomez (ESP)
Jan Frodeno (GER)
Tim McDonald
Tereza Macel
Charlotte Kolters (DEN)
Andrea Hewitt (NZ)

**TRIATHLON TEAMS**

K-Swiss Trek Speed Concept (USA)
Team Evo-Tri Team (USA)
Commerzbank Team (GER)
Largardère Paris Racing (FRA)
Boardman Elite Tri Team (GBR)
Poissy (FRA)

**Photographers**

Dirk Belling
Simon Cittati
Rich Cruse
Larry Rosa
Gaetan Vetois
Tim de Waele
Graham Watson

## 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 rely on 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, pushing the limits at the Amgen Tour of California, or attacking under the lights in Athens, GA, our guys will be at the ready to turn a wrench or lend a 404 and a push.

ZIPP
SPEED WEAPONRY

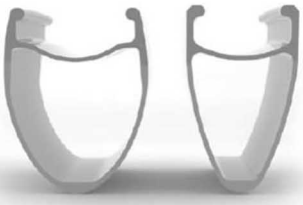
**Zipp's story is not about wheels, stems, bars, and cranks.** It's about people. From Tour de France winners and Ironman® champions to engineers and composite technicians, the collaborative spirit of a diverse group of individuals is the foundation of everything we do. | Engineers develop concepts and use the wind tunnel and our in-house test lab to refine prototypes built by our fabricators. Pro athletes and team mechanics provide feedback on real-world performance, in and out of competition. Technicians in Indianapolis, Indiana, lay sheets of carbon fiber by hand and examine every millimeter of our finished products for even the tiniest flaw. Our in-house builders lace, tension and true every wheel that we ship. | The creativity, dedication, experience, and hard work of this community form a process unlike any other. At each step along the way, there's just one goal – to create the world's fastest wheels and components.

zipp.com



Photo: Tim De Waele


BANK
S-WORKS



Zipp 101 rim

Standard
30mm rim

| Specs | Clincher |
|---|---|
| Aero Rim Width | 23.75mm |
| Rim Depth | 30mm |
| Spoke Count | 18/20 |
| Weight | 1523g |

Available in Clincher and PowerTap.

Photo: Joe Vondersaar

# 101

## SHAPE IS EVERYTHING.

The 101's centerpiece is the first fully toroidal aluminum rim, developed in the wind tunnel with a proprietary profile curve extending across the braking surfaces. With this patented design, the 30mm-deep 101 can exceed the aerodynamic performance of V-shaped rims with much deeper aero profiles. And no shallow-profile design comes close to the 101 in the wind tunnel or on the road, where the 101 can save up to 42 seconds over 40km compared to the industry's benchmark aluminum wheelset. | With a maximum width of 23.75mm to complement most common tire sizes, the bulged profile of the 101 smoothes airflow around the wheel more effectively than typical, narrow rim designs. The 101's wide platform also resists pinch flatting, improves lateral stiffness, and provides stable handling without tire "squirm" on rough surfaces. | Because the rim is narrower at the hook bead than in the middle, the 101 can be used safely with tires as narrow as 21mm, unlike other wide-profile clincher rims. The maximum recommended tire width for the 101 is 35mm. | The 101 is built by hand in Indianapolis, Indiana, with the same components as our top-of-the-line carbon wheelsets and by the same individually trained builders. The 101 is laced with 18 front and 20 rear Sapim CX-Ray spokes and Zipp's 88 and 188 hubs with Swiss steel bearings. The hubs are manufactured in Indiana using the proprietary Z310.9 alloy, and feature oversize 17mm axles and adjustable bearing preload.




Photo: Chris Milman

# 303

## READY FOR ANYTHING.

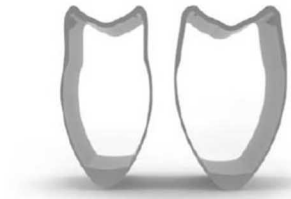
In April 2010, the 303 Tubular proved once and for all that carbon wheels can do more than just survive on the fearsome cobblestones of Paris-Roubaix and the Tour of Flanders. They can dominate. But Fabian Cancellara's crushing victories for Team Saxo Bank – the first for any type of carbon wheels in the Cobbled Classics – were far from the whole story. Cervélo TestTeam's Thor Hushovd and Roger Hammond finished 2nd and 4th at the Roubaix Velodrome, and all eight of Cervélo's riders completed "The Hell of the North" without a single wheel incident on the same stock 303s available through any Zipp retailer. | Those successes marked the culmination of an impressive run for the latest version of the versatile 303. At 1171g per wheelset, the 303 is even lighter than certain dedicated "climbing wheels" that sacrifice ride quality, durability, and aerodynamics in the name of light weight. Amazingly, the 303 balances all four metrics – with the results to match. | Since launching with Hushovd's win at the Omloop Het Nieuwsblad in February 2009, the 303 has won everything from a Tour de France mountain stage with Cervélo's Heinrich Haussler to the Tongyeong ITU World Championship Series race with Emma Snowsill to US national cyclocross championships with Katie Compton and Tim Johnson.




Photo: Chris Milliman

| Specs | Tubular |
|---|---|
| Aero Rim Width | 27.5mm |
| Rim Depth | 45mm |
| Spoke Count | 18/24 |
| Weight | 1171g |

Available in Tubular, Clincher, Cyclocross, PowerTap and ZEDTECH.

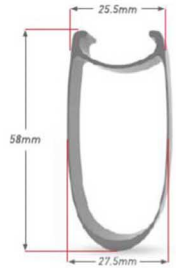


2008 303 rim profile

2010 303 rim profile




Photo: Joe Vondersaar




404 Carbon Clincher with Firecrest™ profile



404 aluminum/carbon clincher with hybrid toroidal profile



Traditional 'V' Shape

| Specs | Carbon Clincher |
|---|---|
| Rim Width | 27.5mm |
| Aero Rim Depth | 58mm |
| Spoke Count | 16/20 |
| Weight | 1557g |

Available in Tubular, Carbon Clincher, Clincher, Track, Cyclocross, MAX, PowerTap, 650c and ZEDTECH.

CarbonClincher




Photo: Joe Vondersaar

# 404 CARBON CLINCHER

## A NEW CHAPTER IN SPEED.

After two years of near-constant prototyping and refinement, Zipp carbon clinchers have arrived. Featuring a revolutionary aero rim shape and carbon materials found nowhere else in the world, the all-new 404 Carbon Clincher is the wheelset you've been waiting for. | Its Firecrest™ rim shape is the first deep-profile carbon clincher design to offer the superior aerodynamics, ride quality, strength, and handling of a wider rim body. Yet the 404 Carbon Clincher weighs just 1557 grams per wheelset, putting it among the lightest deep-profile carbon clinchers available. | To account for the differences in airflow patterns between clincher tires and tubulars, Firecrest employs a complex set of high-radius curves to adjust the width of the rim from 25.5mm at the braking track to 27.5mm at the rim's widest point. This less tapered version of our proven hybrid-toroidal clincher rim shape particularly improves the aerodynamics of the wheel. With Firecrest and Zipp's ABLC™ dimples, the 404 Carbon Clincher far exceeds the aero performance of any other clincher wheelset in its class. | Heavy, continuous braking on carbon surfaces can cause spikes in rim temperature, and clincher tires are more susceptible to the effects than tubulars are. To solve this challenge, chemists and engineers from our composites supplier made repeated visits to Zipp's R&D lab to test and refine a new heat-resistant resin based on the materials used in motorsports brake systems. Available solely to Zipp, this new technology resists heat for more consistent braking performance and tire pressure on long descents. | The 404's 58mm rim depth is a classic all-around performer that has carried athletes to victory in every kind of event – triathlons, criteriums, breakaways, field sprints, even Grand Tour mountain stages. Now, the 404 is available with the convenience of clinchers, the light weight of an all-carbon rim, and the unrivaled performance of Zipp technology.













Photos: Joe Vondensaar

## HISTORY OF SPEED.

Zipp Speed Weaponry was founded in 1988 with the sole mission of making athletes faster on their bikes. Over the course of the last two decades, Zipp has done exactly that, by drawing on its core competencies of design engineering, composites knowledge, and wind tunnel development. It is these competencies that have allowed us to deliver a series of firsts in the cycling industry. | From the first carbon disc wheel to the first carbon crank to the first wheel to achieve negative drag in the wind tunnel. These firsts have helped Zipp athletes to become champions in the toughest races in the world, on the fiercest roads in the world, from the cobbled roads of Belgium and Northern France to the Queen K in Kona.

## FIRSTS

1988 - First carbon disc wheel

1990 - First deep section structural carbon wheel.
First aerodynamic beam frame

1994 - First center-pull carbon brake

1997 - First carbon mountain bike rim

1998 - First carbon crankset

2001 - Developed first co-molded carbon rim with aluminum hoop

2003 - Zipp introduces ceramic bearings as aftermarket upgrade

2005 - SL bar weighs in at 164 grams making it the lightest on the market.

2008 - Sub-9 is first wheel to repeatably achieve negative drag in the wind tunnel.
560 gram VumaQuad is the lightest production crankset

2010 - Zipp 101 is the first fully-toroidal aerodynamic aluminum rim.
Zipp 303 is the first carbon wheel to win Tour of Flanders and Paris- Roubaix.

# Zipp Speed Weaponry

## WHEELS | BARS | STEMS | SEATPOSTS | CRANKS



| Wheel* ** | Clincher / Carbon Clincher / Tubular | Weight Front | Weight Rear | Width | Depth | Spoke Count Front | Spoke Count Rear |
|---|---|---|---|---|---|---|---|
| 101 | Clincher | 705g | 818g | 24.5mm | 30mm | 18 | 20 |
| 202 | Tubular | 484g | 611g | 23mm | 32mm | 18 | 24 |
| 303 | Clincher | 749g | 874g | 21.5mm | 44.15mm | 18 | 24 |
| 303 | Tubular | 519g | 652g | 27.5mm | 45mm | 18 | 24 |
| 404 | Clincher | 772g | 886g | 22.5mm | 58mm | 16 | 20 |
| 404 | Carbon Clincher | 728g | 829g | 27.5mm | 58mm | 16 | 20 |
| 404 | Tubular | 582g | 696g | 27.5mm | 58mm | 16 | 20 |
| 404 | Track Tubular | zipp.com | zipp.com | 27.5mm | 58mm | 28 | 28 |
| 808 | Clincher | 906g | 1023g | 27.5mm | 81.25mm | 16 | 20 |
| 808 | Carbon Clincher | 821g | 938g | 27.5mm | 82mm | 16 | 20 |
| 808 | Tubular | 701g | 818g | 27.5mm | 82mm | 16 | 20 |
| 808 | Track Tubular | zipp.com | zipp.com | 27.5mm | 82mm | 20 | 24 |
| 1080 | Clincher | 1112g | 1225g | 24.2mm | 108mm | 16 | 20 |
| 1080 | Tubular | 793g | 906g | 27.5mm | 108mm | 16 | 20 |
| 900 Disc | Tubular | n/a | 936g | 23mm | n/a | n/a | n/a |
| 900 Disc | Track Tubular | n/a | 989g | 23mm | n/a | n/a | n/a |
| 900 Disc | Clincher | n/a | 1219g | 25mm | n/a | n/a | n/a |
| Sub-9 | Tubular | n/a | 998g | 28mm | n/a | n/a | n/a |
| Super-9 | Tubular | n/a | 995g | 27.5mm | n/a | n/a | n/a |

* Most wheels are avilable w/PowerTap
**404 and 900 Tubular avilable in 650c

| Bars | Material | Weight (44mm) | Clamp Diameter | Traditional Bend | Short-Shallow Bend | Clip Compatable | Sizes |
|---|---|---|---|---|---|---|---|
| Service Course SL | ZTL-71 AL | 260g | 31.8 | Yes | Yes | Yes | 40, 42, 44, 46 (out-out) |
| Service Course | AL-7050 | 280g | 31.8 | Yes | Yes | Yes | 40, 42, 44, 46 (out-out) |
| SL | Carbon | 170g | 31.8 | Yes | Yes | Yes | 40, 42, 44, 46 (out-out) |
| SLC2 | Carbon | 195g | 31.8 | Yes | Yes | Yes | 40, 42, 44, 46 (out-out) |
| Contour SL | Carbon | 195g | 31.8 | Yes | Yes | Yes | 40, 42, 44, 46 (out-out) |
| Vuka Sprint | Carbon | 210g | 31.8 | Yes | Yes | n/a | 42, 44 (out-out) |
| VukaClip | AL-7075 | 390g | 31.8/26.0 | n/a | n/a | n/a | n/a |
| VukaBull | Carbon | 210g | 31.8 | n/a | n/a | Yes | 42 |
| VukaAero | Carbon | 750g | 31.8 | n/a | n/a | Integrated | 42 |

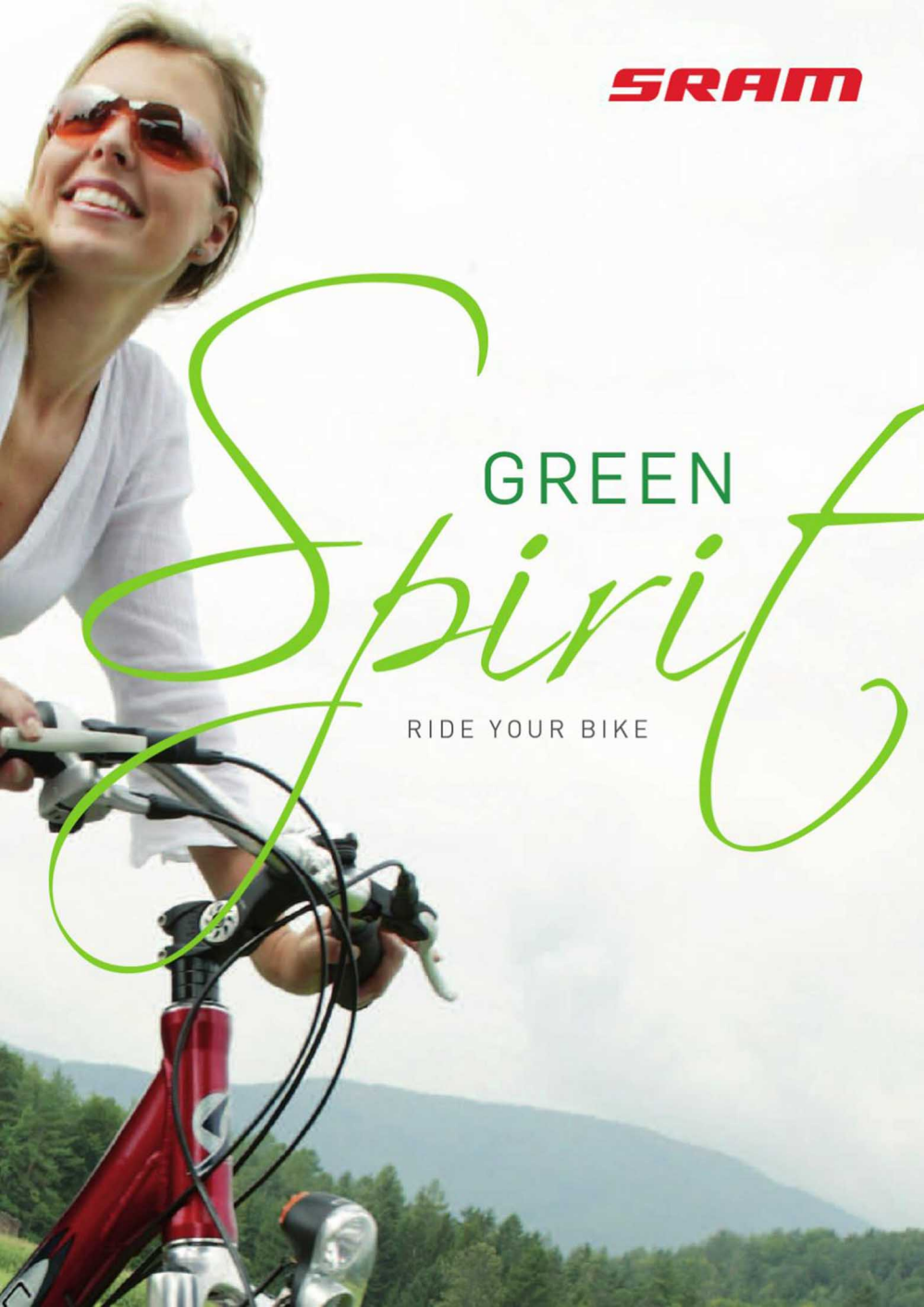
| Stems | Material | Weight (100mm) | Clamp Diameter | Sizes | Angle |
|---|---|---|---|---|---|
| Service Course SL | AL-7075 | 120g | 31.8 | 70, 80, 90, 100, 110, 120, 130 | +-6° / +-17° |
| Service Course | AL-7075 | 130g | 31.8 | 70, 80, 90, 100, 110, 120, 130 | +-6° / +-17° |
| SL145 | Carbon | 135g | 31.8 | 80, 90, 100, 110, 120, 130 | +-12° |
| SI Speed | Carbon | 102g | 31.8 | 80, 90, 100, 110, 120, 130 | +-6° |

| Posts | Material | Weight | Diameter | Lengths | Setback |
|---|---|---|---|---|---|
| Service Course SL | AL-7075 | 220g (275 x27.2) | 27.2/31.6 | 275/350mm | 20mm |
| Service Course | AL-7075 | 250g (350x 27.2) | 27.2/31.6 | 350mm | 20mm |
| SI Speed | Carbon | 185g (330x 27.2) | 27.2/31.6 | 330mm | 20mm |

| Cranks | Lenghts (mm) | Assembled Weight | BB Thread | Chainrings | Bearing Type | BCD |
|---|---|---|---|---|---|---|
| VumaQuad | 170, 172.5, 175, 180 | 580g (50/34) | Italian (70), English (68) | 50/34, 53/39 | Ceramic | 110 |
| Chrono | 167.5, 170, 172.5, 175, 177.5, 180 | 860g (53/39) | Italian (70), English (68) | 53/39, 54/42, 55/42 | Ceramic | |

More information on www.zipp.com




SRAM
GREEN
Spirit
RIDE YOUR BIKE







# GREEN Spirit

RIDE YOUR BIKE







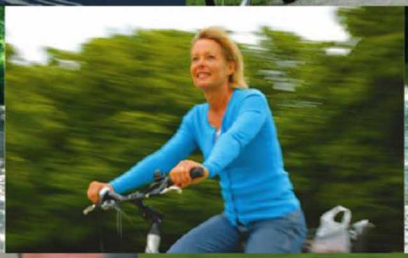




ALPINA



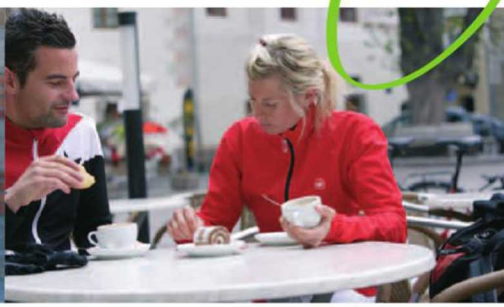

1962






# GREEN Spirit





## Torpedo SRAM



SRAM Torpedo is the first ever single speed hub, that you can ride free or fixed! So everyone can use it in his or her citybike, from a „die hard NY bike courier" to a dutch bike commuter in Amsterdam. To switch from free to fixed and vice versa is as easy as changing a light bulb. You only need seven rotations with a screwdriver and our legendary SRAM Torpedo will change from free to fixed. All in the same short time as you read these lines.

## SRAM i-MOTION 3



SRAM i-MOTION 3 is the perfect gear hub for everyday use. Low shifting forces and a high load shiftability keep you safe in city traffic. The ergonomic grip shift lever with a large speed indicator guarantees maximum riding comfort. The gear ratio of i-MOTION 3 amounts to 186%. Shifting made easy: For the i-MOTION 3 hub SRAM has developed its own new twist shifter with a large gear indicator that contributes to safety on the road.

## FEEL GOOD, RIDE YOUR BIKE

We need this planet and this planet needs us! SRAM's line of innovative bicycle parts helps to build bicycles that you can use and enjoy day in, day out. Whether it is commuting to work, taking a bike ride with the family on the weekend or giving yourself a nice workout to stay fit and healthy.

Next to developing great product lines for bicycles SRAM takes social responsibility serious. From small looking actions like supporting and encouraging our own employees to ride their bike to work up to promoting great projects with the SRAM Cycling Fund and World Bicycle Relief. In between are many other supported groups like www.bikesbelong.org and www.peopleforbikes.org.

Green spirit represents the line of SRAM products for bicycles that are used to commute or for daily use in and around the cities. From Torpedo single speed to the 3-speed internal i-Motion 3 hub to the complete SRAM VIA trekking bike group. Using these products on any bike means supporting this planet and at the same time improving your bodily and mental health. Green spirit – enjoy riding your bike, it is good for you and the planet.





### SRAM DUALDRIVE II



The hybrid drive for your bike. SRAM's Dual Drive II is the innovative gear shifting system that makes shifting and cycling fun. Effortless one-handed gear-shifts for all gears! The thumb is used to simply select one of the three gear hub shifting levels: uphill, level or downhill – any time, even when stopped. The twist grip is used to operate the rear derailleur. You can shift any time, even when you're pedalling hard. Never miss a gear again: maximum riding comfort – from beginner through to experienced tourer. There is also a trigger shifter available for sport riders.

### SRAM VIA



For the first time SRAM VIA comes 2011 with the choice of 27 or 24 gears. SRAM VIA, our complete component group especially for the trekking market, is an intelligent blend of performance and value. The new shifters for 2011 are totally integrated and build a smooth unit with the brake levers. Whether in 3x8 or 3x9, SRAM VIA is a light trekking group set offering reliable shifting performance and easy usability. Thanks to the two-lever system and the ergonomic design you only need a thumb for shifting – your hand stays on the handlebar making your ride as safe as possible.

## READY FOR ANYTHING

City or country, no matter the destination, SRAM components make any tour a pleasure. Heavily packed, headwind, uphill – no problem! You're perfectly equipped with i-MOTION 9 and DualDrive II, simply enjoy the ride without worrying about your gearing. Perhaps in the future you'll find your tours are just too short.

# 27 SPEED

NEW



SRAM VIA

### PURE RIDING PLEASURE

The new SRAM VIA for 2011 is now available as 27- or 24-speed group. And we integrated the shift levers to achieve a smooth and elegant unit at the handlebar for the 3x9 group. Our first complete trekking group is an intelligent blend of performance and value, whether in the 27- or 24-speed version. 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 27 and SRAM VIA 24 offer 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 stays on the handlebar and can react in no time.

# 24 SPEED




SRAM
SIMPLON

## EVERY DAY RIDING MADE EASY

With internal gear hubs designed in Germany riding your bike is easy and intuitive, whether commuting, cycling through the city or touring on the weekend. SRAM's i-Motion internal gear hubs are maintenance free.




coaster brake

# SRAM i-MOTION 3®

### PROTECTED GEAR MECHANISM

SRAM i-MOTION 3 means safe and fun bicycle rides for the whole family. Shifting with SRAM i-MOTION 3 is totally intuitive. And it's perfect for children because we developed a customized twist grip just for children's hands, the Bandix. With the smaller diameter and reduced shifting force children can shift more easily.

### BRAKING OPTIONS

SRAM i- MOTION 3 comes with the proven internal coaster brake, as a freewheel version or with a powerful disc brake.



freewheel



disc brake

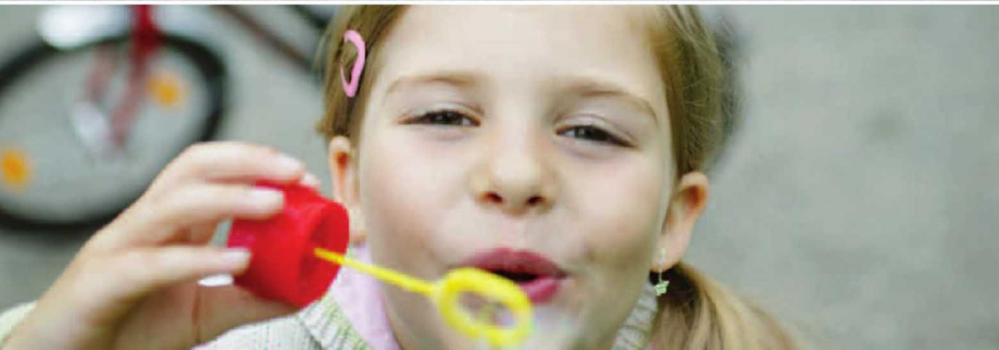


Bandix



twist shifter


SRAM





## SRAM VIA

27 / 24 S T C

| DETAILS | GEARS | WEIGHT | TRANSITION | TECHNOLOGY | CONTROL UNITS |
|---|---|---|---|---|---|
| 27-speed drivetrain, 28-38-48 chainrings, 175/170mm crank length all SRAM 9sp cassettes | 27 | 3.135g incl. chain, BB, cassette | 529% | SRAM X.0™ shifting technology: 1:1 Actuation Ratio, Di.R.T.™: Direct Route Technology, two-lever design | integrated brake shifter |
| 24-speed drivetrain, 28-38-48 chainrings, 175/170mm crank length all SRAM 8sp cassettes | 24 | 3.381g incl. chain, BB, cassette | 382% | SRAM X.0™ shifting technology: 1:1 Actuation Ratio, Di.R.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, 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, 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 | | CONTROL UNITS |
|---|---|---|
| available in silver, black, blue, gold, purple, green and red |  | brake lever |

## 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 |
|---|---|---|---|---|
| 3 speed gear hub, freewheel, color options silver and black | 3 | 1.120g | 186% | shiftable under load, shifting while standing, low shifting forces |

COASTER BRAKE C

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

# SRAM PRODUCT OVERVIEW

## SRAM S7 P5 T3



### S7

| DETAILS | GEARS | WEIGHT | TRANSITION | TECHNOLOGY | OPTIONS | CONTROL UNITS |
|---|---|---|---|---|---|---|
| twist shifter | 7 | C: 1.714g<br>F: 1.556g | 303% | 7 speed internal gear hub, clickbox | coaster brake, freewheel | |



### P5

| DETAILS | GEARS | WEIGHT | TRANSITION | TECHNOLOGY | OPTIONS |
|---|---|---|---|---|---|
| twist shifter | 5 | C: 1.495g<br>F: 1.330g | 251% | 5 speed internal gear hub, clickbox | coaster brake, freewheel, cargo version |



### T3

| DETAILS | GEARS | WEIGHT | TRANSITION | TECHNOLOGY | OPTIONS |
|---|---|---|---|---|---|
| twist shifter, click shifter | 3 | C: 1.182g<br>F: 911g | 186% | 3 speed internal gear hub, return pulley | coaster brake, freewheel |


S7 shift lever


P5 shift lever


T3 shift lever

C = coaster brake · F = freewheel

## Torpedo SRAM



### SINGLESPEED

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



## SRAM FLAT-BAR



### 10 FLAT-BAR

| DETAILS | GEARS | WEIGHT | MATERIAL | COMPATIBILITY |
|---|---|---|---|---|
| double tap flat-bar shifter<br>SL 700 shifter | 10<br>10 | 225g pair<br>- | aluminum<br>aluminum | SRAM Red, SRAM Force, SRAM Rival, SRAM Apex |

### 9 FLAT-BAR

| DETAILS | GEARS | WEIGHT | MATERIAL | COMPATIBILITY |
|---|---|---|---|---|
| double tap flat-bar 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

| DETAILS | WEIGHT | TECHNOLOGY |
|---|---|---|
| 4-finger-lever hydraulic disc brake | 419g<br>(160mm rotor, front) | 4-finger lever,<br>comfort specific piston ratio,<br>split clamp,<br>Tri-Align caliper positioning system |



## i-LIGHT



### D7 SERIES

| DETAILS | WEIGHT | TECHNOLOGY | OPTIONS |
|---|---|---|---|
| hub dynamo | hollow axle - rim brake: 565g<br>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

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

S SPORT
T COMFORT-TREKKING
C CITY


SRAM MTB
XX XO X9 X7





## 1988

SRAM debuts its first product, the Grip Shift® DB road bike twist shifter. In April, the CAT-1 is introduced for tribars and road bars. Kenny Souza wins the world biathlon championships with the SRAM CAT-1.

GRIP SHIFT®

## 1995

Remember that one? "Extra Sensual Perception" technology is covered by three patents. XC legend of the Netherlands, Bart Brentjens, wins the first Olympic gold medal for mountainbikers in Atlanta 1996 – riding on SRAM ESP.

ESP®




## 2004

SRAM purchases Truvativ. The Truvativ acquisition not only brings handlebar, stem and seatpost but also cranksets to the SRAM family.




## 2004

SRAM purchases Avid in March 2004. Avid is the world's market leader in hydraulic and mechanical disc brake design and manufacturing.

# 20 YEARS OF DRIVETRAIN REVOLUTION

When SRAM was founded in 1987, we started with six employees and a clear goal: to create the absolute best-shifting system for bicycles. We changed the cycling world forever with the introduction of Grip Shift. And there are many more parts, innovations, inventions and revolutions in the SRAM history, incorporating Sachs heritage, that have helped to continually improve your bike ride.
Now after teaming up with Truvativ we have achieved total drivetrain nirvana. Our promise: we will continue to seek out and deploy technological and engineering advancements, as we compulsively refine and redefine the pinnacle of the ultimate ride.





## 1997
SRAM acquires Sachs bicycle components. Products like Di.R.T and PowerGlide are developed further with American know-how. German engineering is still part of today's SRAM drivetrain products.

## 2001
Launch of SRAM X.0 rear derailleur and front shifter set. X.0 is regarded as the top of the line in shifting systems in terms of its durability, composite features, innovative look and overall performance.






## 2009
SRAM does it again: revolutionizing front shifting with the fastest and lightest MTB group called SRAM XX. The first-ever 2X10 group sets a new standard and gets enthusiastic reviews from the bike press all over the globe.



## 2010
SRAM's XX is on top of the podium of mountainbike races all over the world. The best athletes like Julien Absalon and Nino Schurter are equipped with SRAM XX 2X10.

SRAM 2X10 delivers maximum functionality and minimum complexity with faster shifting, more efficiency and lighter weight across a full range of gears. Anchored by Truvativ's crankset, SRAM 2X10 takes advantage of XX technologies like X-Glide shifting, X-Dome cassettes and wide-range gearing. SRAM 2X10 gives you a drivetrain ready for any XC, Trail or All-Mountain adventure. SRAM 2X10 doesn't mean more gears, it just means THE RIGHT GEAR, right now.

As mountain bikers demand choice, SRAM is also offering an all-new 3X10 drivetrain. SRAM 3X10 will be the best-shifting three ring crank set in the market, using the same X-Glide Technology as our 2X10 and providing an even wider gear range for environments where needed.

| | XX | X0 | X9 | X7 |
|---|---|---|---|---|
| |  |  |  |  |
| 2X10 | X | X | X | X |
| 3X10 | | X | X | X |
| X-Glide | X | X | X | X |
| Exact Actuation | X | X | X | X |
| | |  |  |  |
| 3X9 | | X | X | X |


THE
RIGHT
GEAR
SRAM



# ARE YOU 2X10 OR 3X10

**2X10 or 3X10?**
We know that different trails require different needs. Some riding areas offer huge variation in terrain, that's why we offer a choice in gearing.

**The 2X10 rider**
You are constantly looking for the highest performance. You might be a racer, or just an enthusiast. You want the Right Gear. You want lighter weight, a simpler drivetrain, smoother shifting and unparalleled performance. Then you should ride 2X10, an experience that will change the way you think about mountain biking.

**The 3X10 rider**
You want the most advanced shifting technology along with the widest gearing range available. You want a drivetrain designed for any terrain and any ability.

**What makes 2X10 and 3X10 work?**
SRAM offers the fastest-shifting two- and three-front chainring drivetrain available. Both use the same X-Glide shifting technology used on XX. SRAM 3X10 offers an extra-wide range of gears for any environment or rider ability where SRAM 2X10 offers lighter weight and more intuitive shifting on a simpler drivetrain.

**X-Glide Technology**
The fastest, most precise front shifting
**Exact Actuation**
The fastest, most precise 10-speed rear shifting

**Innovation, performance, choice. SRAM provides the highest performing, best-shifting drivetrain with the right gear range for any rider. From 2X10 to 3X10 to 3X9 and from CX, Trail, All-mountain to Downhill, SRAM offers you the choice to ride the right gear.**

**2X10 42 - 28 crankset** (11-36 cassette)




**2X10 39 - 26 crankset** (11-36 cassette)




All calculations are based on 175mm crankarms and nominal size 26-inch wheels.
SRAM XX offers 2 cassette options:
11-32: 11-12-14-16-18-20-22-25-28-32
11-36: 11-12-14-16-18-21-24-28-32-36

**SRAM 10-speed Drivetrain Offerings**

**XX**
The first 2X10 MTB groupset. The most precise shifting, the stiffest cranks, incredibly powerful brakes, all in the lightest package available on the market. Race proven, worldwide acclaimed.

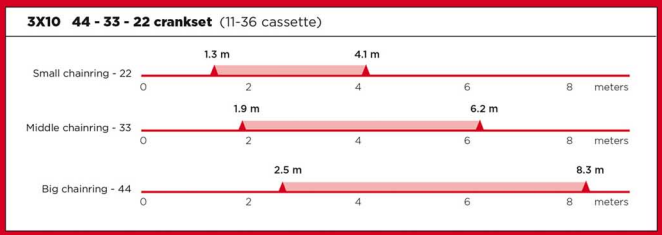
**X0**
The rebirth of a hero. Fifteen years of winning and excellence now blended in a complete product family, ready to rule any kind of terrain from World Cup Downhill to epic All-mountain rides.

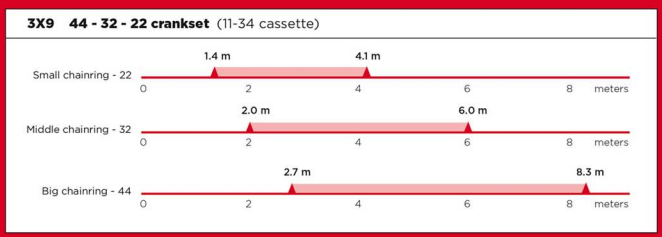
**X9**
From racing to everyday riding, there is no limit for X9. A lightweight, high-performance product family to suit all the needs of any modern mountain biker who wants to do just one thing: ride.

**X7**
High-performance and key technologies never seen before in midrange mountain bike components. SRAM's new X7 family will tackle weekend rides, blaze backcountry singletrack and bomb down hair-raising descents. Ten speed meets mountain biking meets versatility.



# WHEREVER YOU RIDE, WE HAVE THE RIGHT CHOICE



# WHAT MAKES IT SO FAST?

**X-GLIDE Front Shifting is faster than anything out there**

## 2X10 CRANK

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 2X10 crank geometry provides a narrow 156mm Q factor, efficient chainline and beveled crankarms to maximize clearance. It's pure science in action.

## 2X10 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. First developed for SRAM's XX group, the system of X-Glide now powers all our 2X10 cranksets. The outcome is lightning-fast and accurate front shifting, through an all-new, patented, mind-blowing performance technology: X-Glide.

## X-GLIDE™

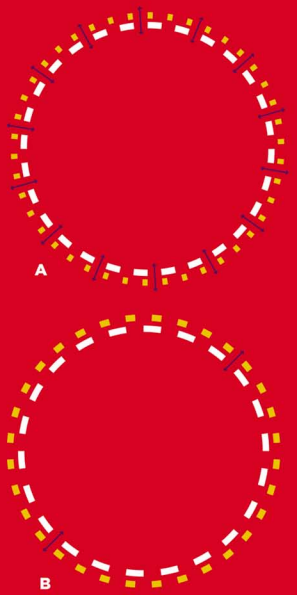
### WHAT MAKES IT SO FAST?

Traditional chainring geometry forces a compromise between up and down shift locations, none of which has 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

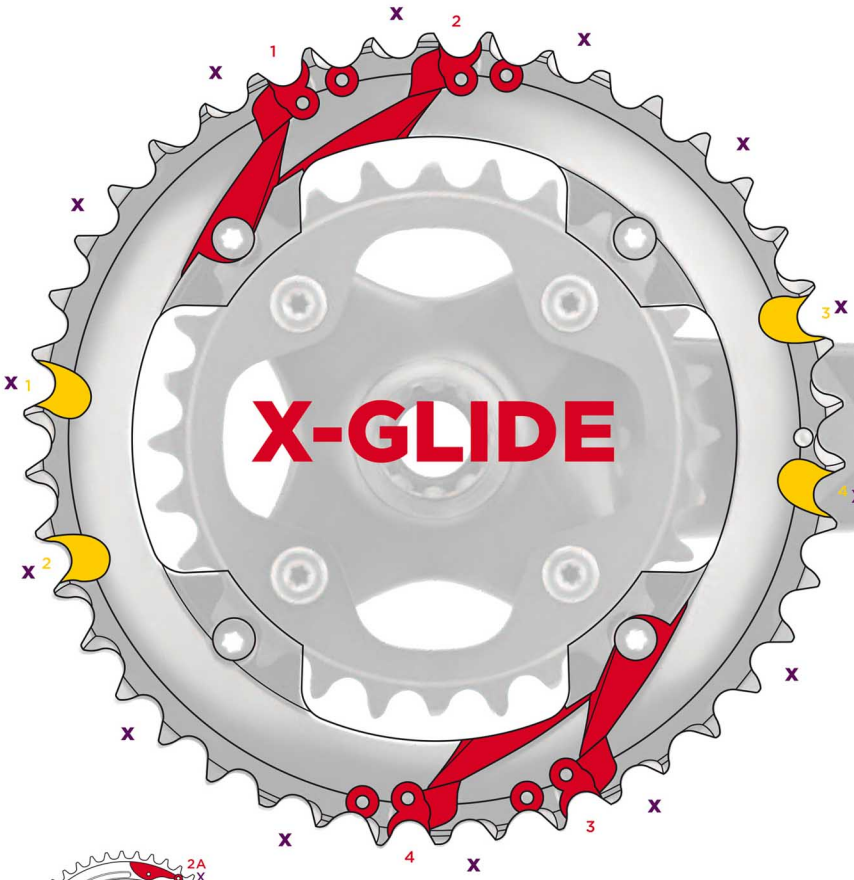
X-Glide is the common denominator that gives SRAM's 2X10 cranksets their unmatched shifting performance. With X-Glide, all four upshift locations are identical and can be picked up by any outer link. The result? Up and down shift locations have perfect timing, for an almost instant shift – even under load!

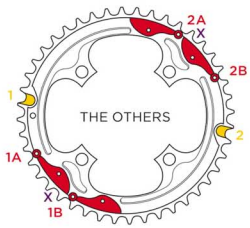
This all-new shifting experience is enhanced by the 2X10 Front Derailleurs and the 2X10 Front Shifters. Designed together to work together.




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

# X-GLIDE




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

Pick-up
Release
X "Sweet spot"

X-GLIDE™ | XX XO X9 X7


PRECISION
CONSISTENCY
VICTORY



The very first 2X10 group in mountain biking delivers unparalleled shifting performance at an incredibly lightweight. X-Glide™ Technology incorporated into the chainrings means 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. This is XX.

SRAM2X10

# 186BPM HEART
# WORLD PODIUM SWEEP





# RATE CHAMPION

The first 2X10 MTB groupset. Designed for racing/race proven.











## SRAM XX 10-Speed 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.

| | |
|---|---|
| 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 |

## SRAM XX 10-Speed Trigger Shifters

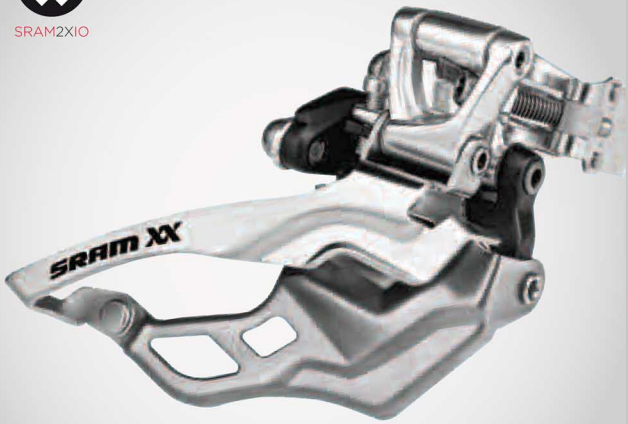
One of the lightest and most compact shifters ever created, the XX Trigger features a fully adjustable carbon fiber lever, resulting in minimal weight with maximum durability. Pair the XX Trigger with the MatchMaker™ X clamp to streamline your handlebar setup. The XX Trigger maintains the legacy of X.0™ shifting with new features and technologies optimized for 2X10 and Exact Actuation.

| | |
|---|---|
| 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 |






SRAM2XIO




SRAM

## SRAM XX 10-Speed 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.

| | |
|---|---|
| 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



## Avid XX Disc Brakes

With the two-piece rotor design and a forged magnesium caliper, the XX Disc Brake defines the standard for braking performance. 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. With the MatchMaker X clamp it gives you unparalleled installation and adjustment options.

**BRAKE LEVER**

| | |
|---|---|
| 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 |

**CALIPER AND ROTOR**

| | |
|---|---|
| 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 |

Avid



MatchMaker X








## Truvativ XX 10-Speed Cranks

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 crankarms to maximize clearance. It's pure science in action.

**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 1091 or PC 1091R |
| 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**

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




## PressFit 30

Designed by SRAM, PressFit 30 combines all the best from BB30 and PressFit bottom brackets. Designed for 30mm spindle cranksets, PressFit 30 bearings are housed in nylon cups, which are pressed into the frame's bottom bracket shell. PressFit 30 features an integrated seal, preassembled into the cups, to further prolong bearing life. Frames must have a 46mm inner-diameter bottom bracket shell to accommodate this system.

PF 30








## SRAM Chains

Optimized for use with any SRAM 10-speed chain.
Recommended:
PC 1091
PC 1091R



SRAM2XIO




## SRAM 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! 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.

| | |
|---|---|
| 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 |
| LOCKRING MATERIAL: | AL-7075-T6 |
| GEARING OPTIONS: | 11-32 and 11-36 |
| COMPATIBILITY: | 36 tooth |


XO
BATTLE
TESTED



Bringing the first 2X10 MTB gearing and Avid's full-featured brake to the legendary X0 line gives you a product family ready for any XC, Trail, All-Mountain, or DH battle. The X0 10-speed drivetrain, anchored by Truvativ's carbon crankset, takes advantage of XX technologies like X-Glide shifting, X-Dome cassettes and wide-range 2X10 gearing, while Avid X0 brakes dish out all the power and control you can handle. It's time to ride.

SRAM2X10


TRAIL RIDER
DOWNHILL
CHAMPION
SLOPESTYLE


XO


XO


2X10
XO
TRUVATIV

# HERO

X0: 10 years of winning and excellence. The new X0 family is ready to rule any kind of terrain from World Cup DH to epic all-day rides, up to 24 hours of racing.












## SRAM X0 10-Speed Rear Derailleur

- SRAM Exact Actuation for precise and dependable 10-speed performance
- New Chassis – focused design for all conditions and usage
- 190 grams - super lightweight and durable
- 36-tooth cassette capability
- 3 cage lengths available - short for DH, medium for 2X10 and long for 3X10
- 4 graphic colors available: Black, Red, Gold and Blue



## SRAM X0 10-Speed Trigger Shifters

- SRAM's 2X10 and 3X10 Exact Actuation for precise and dependable 10-speed performance
- The first patented multi-adjustable trigger shifter which allows for precise rider fit
- MatchMaker X  compatible
- 232 grams – super lightweight
- 4 graphic colors available: Black, Red, Gold and Blue









## SRAM X0 10-Speed Front Derailleur

- Wide-range 2X10 and 3X10 systems with X-Glide front shifting technology
- High Clamp, Low Clamp, High Direct Mount, Low Direct Mount






## Avid X0 Brakes

- 333 grams with Carbon Lever
- TaperBore Lever with Integrated Reservoir
- Full forged aluminum lever body and caliper
- Detented tool-free Contact Point Adjust
- Tooled Reach Adjust
- Two-piece caliper with adjustable banjo
- MatchMaker X compatible
- 4 graphic colors available: Black, Red, Gold and Blue











## Truvativ XO 10-Speed Cranks

- All-new lightweight carbon crank that is strong enough to handle the epic All-mountain adventure
- X-Glide 2X10 and 3X10 shifting technology, 26-39, 28-42 and 22-33-44 gearing
- CNC machined 7mm AL rings
- New GXP Bottom Bracket System featuring Gutter Seal Technology
- Available in the following bottom bracket configurations: PF30, BB30, GXP and GXP PF
- 4 graphic colors: Red, Black, Gold and Blue



## SRAM XG-1080 Cassette

- X-Glide Technology and Exact Actuation for the best 10-speed MTB performance
- X-Dome design with mud clearing open design
- 11-36 gearing providing the perfect range for MTB enthusiasts and trail riders
- Lightweight stamped steel cogs are held together using high-strength steel pins




## Truvativ Giga X Pipe (GXP)

**Team**

- New Gutter Seal Technology drastically improves sealing against the elements
- Friction-free design and reduced seal drag
- Custom steel bearings.
- Tungsten finish
- Low profile cup shape




SRAM2XIO

SRAM3XIO





## SRAM X0 3X10

- The widest gear range available
- Fastest front shifting ever
- 44-33-22 gear ratio chainrings
- The speed of a real big ring with 7.8 meters per revolution (44-11)
- The climbing ability of a real granny ring with 1.3 meters per crank revolution (22-36)


X9
PERFORMANC
TRAIL
TECHNOLOGY



No matter what you throw at it, SRAM X9 keeps coming back for more. The all-new X9 family puts the SRAM 2X10's unrivaled shift speed and smoothness within easy reach of racers and experienced enthusiasts alike. Add Avid Elixir CR brakes with TaperBore™ Technology, and you have performance trail technology you can trust to smoothly and quickly get you there and back again, no matter where "there" may be.

SRAM2X10

A lightweight, high-performance product family to suit all the needs of any mountain biker who wants to do just one thing: ride.

# A RIDE AND A PRIVATEER ALL-DAY









# BEER RACER EPIC RIDER












## SRAM X9 10-Speed Rear Derailleur

- SRAM Exact Actuation for precise and dependable 10-speed performance
- Carbon and alloy cage makes it light and tough – 204 grams for medium cage
- 3 cage lengths available – short for DH, medium for 2X10 and long for 3X10
- Style points – 3 color choices to match your ride: Red, Grey, White



## SRAM X9 10-Speed Trigger Shifters

- SRAM's 2X10 and 3X10 Exact Actuation for precise and dependable 10-speed performance
- 232 grams (2X10) - super lightweight
- Impulse Technology
- MatchMaker compatible
- Top cap cable change
- 2 graphic colors available: Red or Grey/White












## SRAM X9 10-Speed Front Derailleur

- Wide-range 2X10 and 3X10 systems with X-Glide front shifting technology
- High Clamp, Low Clamp, High Direct Mount, Low Direct Mount

X9

## Avid Elixir CR Brakes

- 385 grams with Carbon Lever Blade
- TaperBore Lever with Integrated Reservoir
- Updated internals
- Tool-free Contact & Reach Adjust
- MatchMaker compatible
- Two-piece caliper with adjustable banjo
- Top loading pads
- DOT 5.1 fluid
- 3 colors available: Red, Grey, White







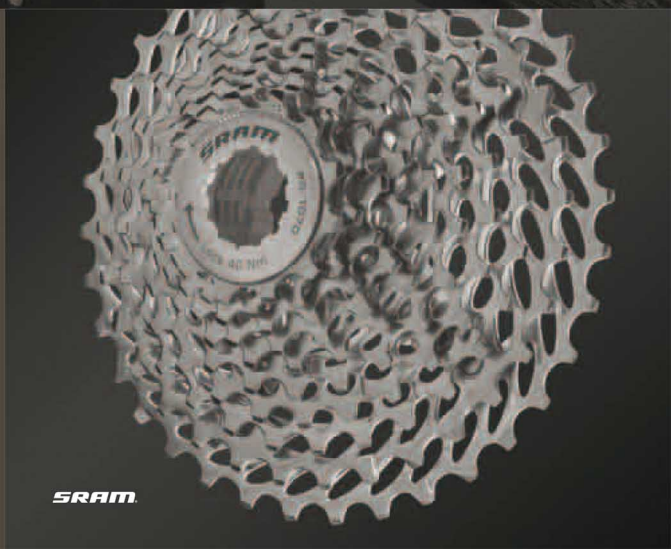

# X9

SRAM2X10




## SRAM PG-1070 Cassette

- PowerGlide Technology provides super-smooth shifting between gears
- 11-32 and 12-36 gearing provides the perfect range for MTB enthusiasts and trail riders
- Semi-spidered construction for a maximum stiffness-to-weight ratio
- Tough, long-lasting finish



## Truvativ X9 10-Speed Cranks

- Hollow forged AL crankarms for lightweight super-stiff durability
- X-Glide 2X10 and 3X10 shifting technology, 26-39, 28-42 and 22-33-44 gearing
- New GXP Bottom Bracket System featuring Gutter Seal Technology
- Available in the following bottom bracket configurations: PF30, BB30, GXP and GXP PF
- 3 graphic colors: Red, Grey, White






## SRAM X9 3X10

- The widest gear range available
- X-Glide Technology
- Fastest front shifting ever
- 44-33-22 gear ratio chainrings
- The speed of a real big ring with 7.8 meters per revolution (44-11)
- The climbing ability of a real granny ring with 1.3 meters per crank revolution (22-36)




## Truvativ Giga X Pipe (GXP)

**XR**

- New Gutter Seal Technology drastically improves sealing against the elements
- Friction-free design and reduced seal drag
- Custom steel bearings
- Black finish
- Low profile cup shape




## SRAM X9 V2 Hub Series

- Lightweight – machined to remove excess grams
- Precision Cartridge Bearings mean low friction and long life in MTB conditions
- Available in axel options to fit your riding style – from standard axle to 20mm


X7
THE PATH TO GREATNESS



High-performance and key technologies never seen before in midrange mountain bike components. SRAM's new X7 family will tackle weekend rides, blaze backcountry single-track, and bomb down hair-raising descents. 10-speed meets mountain biking meets versatility.



SRAM2X10





# WEEKEND
# GRAVITY
# LOCAL TRAIL









# WARRIOR ADDICT DIGGER

A higher level of performance and technology now available to riders of all abilities and riding styles.












## X7 10-Speed Rear Derailleur

- SRAM Exact Actuation for precise and dependable 10-speed performance
- 3K carbon cage
- 239 grams (10-speed Carbon Long Cage)
- 36t cassette compatibility
- 3 cage lengths available - short for DH, medium for 2X10 and long for 3X10
- Storm Grey finish

## X7 10-Speed Trigger Shifters

- SRAM's 2X10 and 3X10 Exact Actuation for precise and dependable 10-speed performance
- Impulse Technology
- MatchMaker compatible
- Top cap cable change
- Storm Grey finish






## X7 10-Speed Front Derailleur

- Wide-range 2X10 and 3X10 systems with X-Glide Front-shifting Technology
- Dual pull routing
- High Clamp, Low Clamp, High Direct Mount, Low Direct Mount

X7



## Avid Elixir R Brakes

- 375 grams
- TaperBore Lever with Integrated Reservoir
- Tool-free Reach Adjust
- Adjustable banjo
- Top loading pads
- DOT 5.1 fluid
- MatchMaker Compatible
- Aluminum Lever Blade
- Storm Grey finish

* Patent Pending












X7

SRAM2X10

## SRAM PG-1050 Cassette

- PowerGlide Technology provides super-smooth shifting between gears
- 11-32 and 12-36 gearing provides the perfect range for MTB enthusiasts and trail riders
- Semi-spidered construction for a maximum stiffness-to-weight ratio



## SRAM S1400 2X10

- Strong and light OCT hollow forged crankarm
- SRAM X7 - Optimized AL7050 crankarms deliver high-performance strength and power transfer
- X-Glide 2X10 shifting technology, 26-39, 28-42 gearing
- New GXP Bottom Bracket System featuring Gutter Seal Technology
- Available in the following bottom bracket configurations: PF30, BB30, GXP and GXP PF
- Brushed crankarm texture and Storm Grey finish




## SRAM X7 3X10

- X-Glide 3X10 shifting technology, 22-33-44 gearing
- The widest gear range available
- X-Glide Technology
- Fastest front shifting ever
- 44-33-22 gear ratio chainrings
- The speed of a real big ring with 7.8 meters per revolution (44-11)
- The climbing ability of a real granny ring with 1.3 meters per crank revolution (22-36)




## Truvativ Giga X Pipe (GXP)

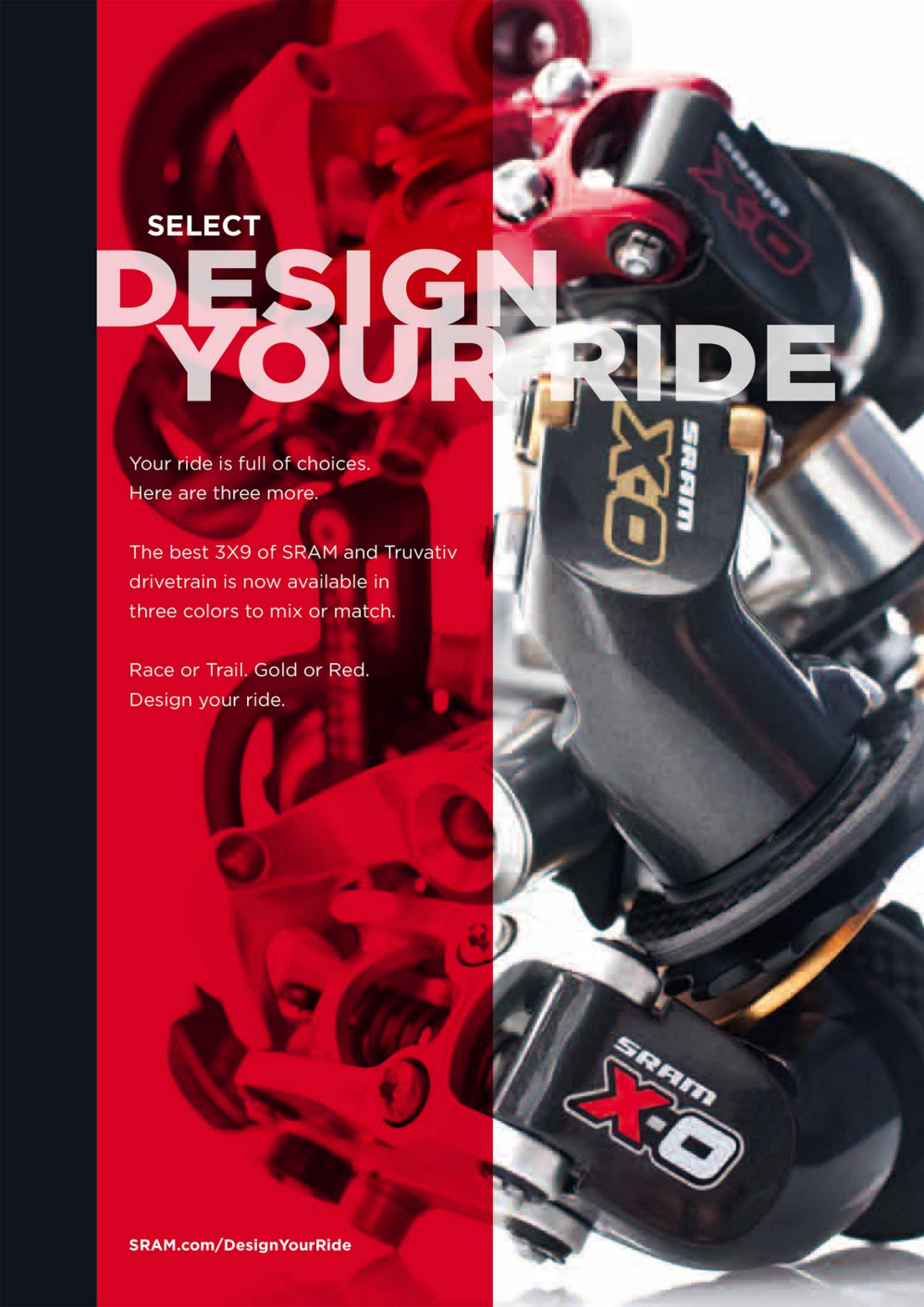
**XR**

- New Gutter Seal Technology drastically improves sealing against the elements
- Friction free design and reduced seal drag
- Custom steel bearings
- Black finish
- Low profile cup shape




## X7 Hub set

- The first hub offering cartridge bearings at this price point
- The SRAM brand name and the full service worldwide
- Consistent spec and artwork




SELECT

# DESIGN YOUR RIDE

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

The best 3X9 of SRAM and Truvativ drivetrain is now available in three colors to mix or match.

Race or Trail. Gold or Red.
Design your ride.

**SRAM.com/DesignYourRide**





STANDARD I grey



REDWIN I red



NUGGET I gold

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



## MATCHING AVID X0 DISC BRAKE



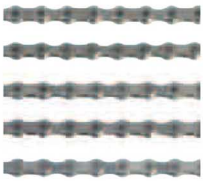


## Chains

Accurate shifting, excellent wear resistance and superior durability with 8-, 9-, and 10-speed compatibility: The SRAM PowerChain™ II will help drive you every inch of every ride with confidence and unmatched reliability.

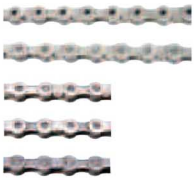
**10-speed chains**

PC 1091 R
PC 1091
PC 1071
PC 1051
PC 1031



**9-speed chains**

PC 991 Hollow Pin
PC 991 Cross Step
PC 991
PC 971
PC 951

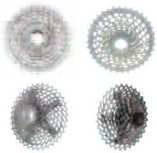


## Cassettes

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

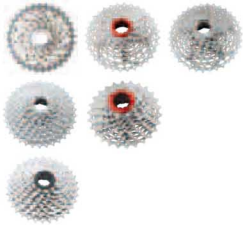
**10-speed cassettes**

XG 1099 (XX)
XG 1080 (X0)
PG 1070 (X9)
PG 1050 (X7)



**9-speed cassettes**

PG 999
PG 990
PG 980
PG 970
PG 970 DH
PG 950



## PowerChain II™ Technology

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.

POWERCHAIN II

## PowerGlide II™ Technology

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.

POWERGLIDE II

## PowerLock™ - 10-speed

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 - 9-speed

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.



# 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] |
|---|---|---|---|---|---|---|---|---|
| **VARIANTS** | n/a | n/a | Direct Mount<br>Low Mount<br>High Mount | PG 1099,<br>11-32<br>11-36 | BB30<br>GXP<br>PressFit GXP<br>PressFit 30 | n/a | 140mm (rear only)<br>160/185mm | n/a |
| **WEIGHTS** | 183g per pair | 181g | 116g: DM<br>118g: LM<br>120g: HM | 185g: 11-32<br>208g: 11-36 | 694g: BB30<br>754g: GXP/w BB | 288g:<br>front wheel,<br>Direct Mount,<br>160mm rotor | 288g:<br>front wheel,<br>Direct Mount,<br>160mm rotor | n/a |
| **TECHNO-LOGIES** | Exact Actuation ratio, Impulse Technology | Exact Actuation ratio,<br>Direct Route Technology | Supports X-Glide and Exact Actuation ratio | X-Glide | X-Glide | TaperBore,<br>Power Reserve Geometry | TaperBore,<br>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<br>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;<br>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 magne-sium master cylinder; carbon fiber blade | Forged 2-piece magnesium caliper; AL-7075-T6 and stain-less steel 2-piece 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 6mm 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; 93mm cage length | Designed for 2X10; Direct Mount option | CNC machined; X-Dome design | BlackBox Ceramic Bearings stan-dard; 120/80 BCD; 6mm large ring | Ambidextrous mounting; tool-free pad contact-point adjustment | CleanSweep X design; top loading alloy backed organic pads | Ambidextrous mounting; adjustability; clean cockpit |
| **OPTIONS** | MatchMaker X | n/a | 31.8, 34.9, 38.1mm clamp sizes;<br>top or bottom pull | n/a | 170, 175mm arm lengths;<br>26-39, 28-42 rings | MatchMaker X | 3 rotor sizes | Shifter+Brake or Shifter+Brake +XLoc |

# X0 PRODUCT LINE



| SPECS | X0 TRIGGER SHIFTERS | X0 REAR DERAILLEUR | X0 FRONT DERAILLEUR | X0 CASSETTE | X0 CRANK | X0 BRAKES LEVER | X0 BRAKES ROTOR/CALIPER | MATCH-MAKER X [MMX] |
|---|---|---|---|---|---|---|---|---|
| **VARIANTS** | 2X10 and 3X10 | Short, medium, long cages | 2X10 or 3X10, Low Direct Mount, High Direct Mount, Low Clamp, High Clamp | XG 1080<br>11-36 | PF30, BB30, PF GXP and GXP, 2X10 26 39 or 28-42, 3X10 22-33-44 | Carbon lever | 140mm (rear only)<br>160/185/203mm | n/a |
| **WEIGHTS** | 232g | 203g | 130-185g | 260g | 728-788g | 333g (c. lever)<br>front wheel,<br>DirectMount<br>160mm rotor | 333g (c. lever)<br>front wheel,<br>DirectMount<br>160mm rotor | n/a |
| **TECHNO-LOGIES** | Exact Actuation, Zero Loss Travel | Exact Actuation, 36-tooth compatible | X-Glide front shifting, dual pull links | X-Dome/<br>X-Glide Hybrid | X-Glide front shifting, all-new carbon molding technology | TaperBore,<br>Power Reserve Geometry | G3 CleanSweep<br>TaperBore,<br>Power Reserve Geometry | n/a |
| **SPEEDS** | 2X10 and 3X10 | 10-speed | 2X10 or 3X10 | 10 (11-36) | 2X10 or 3X10 | n/a | n/a | n/a |
| **COMPATI-BILITY** | 10-speed Exact Actuation rear, 2- or 3- speed X-Glide front | 10-speed Exact Actuation only, up to 36-tooth cog | SRAM X-Glide 2X10 or 3X10 shifters and components | 10-speed MTB | SRAM X-Glide 2X10 or 3X10 | MatchMaker X compatible | Direct Mount;<br>IS Adapter | Avid Disc-brake levers, X0 triggers |
| **BODY MATERIAL** | Aluminum and composite | Forged alloy, composite carbon fiber, titanium, stainless steel | Forged alumi-num, stainless and high-strength steel | Aluminum and chromoly steel | Carbon fiber composite with forged alumi-num spider 7075 CNC aluminum chain-rings | Full forged aluminum lever body | 2-piece forged aluminum caliper and stainless steel rotor | AL-6061-T6 |
| **HARDWARE** | Stainless/alloy | Stainless steel, titanium | Stainless steel | Aluminum lock ring | Aluminum | Aluminum, carbon fiber | Full forged aluminum | Titanium TORX T25 bolts |
| **KEY FEATURES** | Forged adjust-able pull lever, high-strength alloy cover | Carbon outer cage, new limit screw and outer link design, 36-tooth compatible | Mounting options for most existing bike frames, X-Glide shift technology | High durability and perfor-mance, X-Dome hybrid technology | X-Glide front shifting, high strength and stiffness | Tool-free contact Point Adjustment | Adjustable banjo | Ambidextrous mounting; adjustability; clean cockpit |
| **OPTIONS** | 4 color options | 4 color options | | | 4 color options | 4 color options | 3 rotor sizes | |

# X9 PRODUCT LINE



| SPECS | X9 TRIGGER SHIFTERS | X9 REAR DERAILLEUR | X9 FRONT DERAILLEUR | X9 CASSETTE | X9 CRANK | ELIXIR CR BRAKES LEVER | ELIXIR CR BRAKES ROTOR/CALIPER | MATCH-MAKER |
|---|---|---|---|---|---|---|---|---|
| **VARIANTS** | 2X10 and 3X10 | short, medium, long cages. carbon and aluminum outer cage options | 2X10 or 3X10, Low Direct Mount, High Direct Mount, Low Clamp, High Clamp | PG 1070, 12-36 and 11-32 | PF30, BB30, PF GXP and GXP. 2X10 26 39 or 28-42. 3X10 22-33-44 | In Red, Grey and White finish | 160/185/203mm | n/a |
| **WEIGHTS** | 230g | 225g | 130-185g | 360g | 845-895g | 385g front wheel, DirectMount 160mm rotor | 385g front wheel, DirectMount 160mm rotor | n/a |
| **TECHNO-LOGIES** | Exact Actuation, Zero Loss Travel | Exact Actuation, 36-tooth compatible | X-Glide front shifting, dual pull links | PowerGlide | X-Glide front shifting, new hollow forged aluminum design | TaperBore, Power Reserve Geometry | G3 CleanSweep TaperBore, Power Reserve Geometry | n/a |
| **SPEEDS** | 2X10 and 3X10 | 10-speed | 2X10 or 3X10 | 10 | 2X10 or 3X10 | n/a | n/a | n/a |
| **COMPATI-BILITY** | 10-speed Exact Actuation rear, 2- or 3-speed X-Glide front | 10-speed Exact Actuation only, up to 36-tooth cog. | SRAM X-Glide 2X10 or 3X10 shifters and components | 10-speed MTB | SRAM X-Glide 2X10 or 3X10 | MatchMaker compatible | Direct Mount; IS Adapter | Avid Disc-brake levers, X9 triggers |
| **BODY MATERIAL** | Aluminum | Aluminum, steel, carbon outer cage option | Aluminum body, steel cage | Alloy spider, steel cogs | Hollow forged 6066 aluminum with forged aluminum spider; AL 7075 rings, CNC machined | Full forged aluminum lever body | 2-piece forged aluminum caliper and stainless steel rotor | AL-6061-T6 |
| **HARDWARE** | Steel | Steel | Steel | Aluminum lock ring | Aluminum | Aluminum, carbon | Aluminum | 4mm hex bolts |
| **KEY FEATURES** | Forged pull lever, external cable change, new internals | Carbon outer cage, new limit screw and outer link design, 36-tooth compatible | Mounting options for most existing bike frames, X-Glide shift technology | High durability and perfor-mance | X-Glide front shifting, hollow forged arm and forged spider | Tool-free pad contact-point adjustment | 2 pistons, top loading sintered pads | Ambidextrous mounting; adjustability; clean cockpit |
| **OPTIONS** | 3 color options | 3 color options | | 12-36 or 11-32 | 3 color options | 3 color options | 3 rotor sizes | |



# X7 PRODUCT LINE



| SPECS | X7 TRIGGER SHIFTERS | X7 REAR DERAILLEUR | X7 FRONT DERAILLEUR | X7 CASSETTE | X7 CRANK | ELIXIR R BRAKES LEVER | ELIXIR R BRAKES ROTOR/CALIPER | MATCH-MAKER |
|---|---|---|---|---|---|---|---|---|
| **VARIANTS** | Front: 2x and 3x Rear: 9-speed and 10-speed | Aluminum and carbon cage options | Clamp: high and low Direct Mount: high and low | SRAM PG 1050 SRAM PG 950 | X7: 3X10 and 3X9 S1400: 2X10 | Tungsten grey carbon | 160/185/203mm | n/a |
| **WEIGHTS** | 232g (2X10) | 239g (10-speed carbon long cage | 137g (2X10 low clamp) | 302g (10-speed 11-32) | 890g (S1400, 39/26, GXP BB, 175mm) | 375g front wheel, DirectMount 160mm rotor | 375g front wheel, DirectMount 160mm rotor | n/a |
| **TECHNO-LOGIES** | Exact Actuation ratio, Impulse Technology | Exact Actuation and 1:1 Actuation | Supports X-Glide and Exact Actuation | X-Glide | X-Glide | TaperBore, Power Reserve Geometry | G3 CleanSweep TaperBore, Power Reserve Geometry | n/a |
| **SPEEDS** | 2X10, 3X10, 3X9 | 9- and 10-speed | 2X10, 3X10, 3X9 | 9- and 10-speed | 2X10, 3X10, 3X9 | n/a | n/a | n/a |
| **COMPATI-BILITY** | SRAM Exact Actuation Rear Derailleurs; SRAM Double and Triple Front Derailleurs | SRAM Exact Actuation and 1:1 Actuation Shifters | SRAM Double and triple front derailleurs | Performance optimized with SRAM chains | Performance optimized with SRAM chains | MatchMaker compatible | Direct Mount; IS Adapter | Avid Disc-brake levers, X7 triggers |
| **BODY MATERIAL** | Aluminum and composite components | Alloy B-Knuckle, alloy links, high strength Grilon compos-ite P-Knuckle, servicable sealed pulleys, 3k carbon cage | Steel cage, forged AL6061 clamp | Aluminum spider with steel cogs | X7 - AL7050 crank arms, AL7075 chain-rings S1400: hollow forged AL6066 crank arms AL7075 chain-rings | Full forged aluminum lever body | 2-piece forged aluminum caliper and stainless steel rotor | AL-6061-T6 |
| **HARDWARE** | Stainless steel; 5mm hex | AL7075 B-Bolt, 5mm hex | Stainless steel | Steel lockring | 5mm and 8mm aluminum hex | Aluminum, carbon | Aluminum | 4mm hex bolts |
| **KEY FEATURES** | Exact Actuation, 1:1 Actuation and Impulse Technology | Exact Actuation and 1:1 Actuation | New dual pull, top and bottom, link | X-Glide | X-Glide | Tool-free reach adjust | 2 pistons, sintered pads adjustable banjo | Ambidextrous mounting; adjustability; clean cockpit |
| **OPTIONS** | MatchMaker compatible | Long, medium and short cage | 31,8, 34,9, 38,1mm high and low clamp sizes. High Direct Mount Low Direct Mount; S1, S2, S3 | PG 1050: 11-32 and 12-36 PG 950: 11-32 and 11-34 | X7 - GXP, PFGXP S1400 - PF30, BB30, GXP, PFGXP | 3 color options | 3 rotor sizes | |



# X5 PRODUCT LINE

| SPECS | X5 TRIGGER SHIFTERS | X5 REAR DERAILLEUR | X5 FRONT DERAILLEUR | X5 CRANK |
|---|---|---|---|---|
| VARIANTS | | Long and medium cage | | X5 |
| WEIGHTS | 260g per pair | 299g long /290g medium | 179g | 981g (GXP BB, 175mm) |
| TECHNOLOGIES | 1:1 Actuation | 1:1 Actuation, Di.R.T. | Dual pull - top or bottom | New Gutter Seal Technology |
| SPEEDS | 8/9 | | 3 | 9 |
| COMPATIBILITY | SRAM 1:1® rear derailleurs, SRAM or Shimano® front derailleurs | SRAM 1:1 Actuation shifters | SRAM Triple front derailleurs | Performance optimized with SRAM chains |
| BODY MATERIAL | Composite | Alloy, steel cage, composite | Alloy, steel | Forged AL6061 crank arms |
| KEY FEATURES | SRAM trigger shifting performance | | | New GXP Bottom Bracket |
| OPTIONS | | Cage available in Silver or Black | | PF GXP |



# X4 PRODUCT LINE

| SPECS | X4 TRIGGER SHIFTERS | X4 REAR DERAILLEUR | 3.0 FRONT DERAILLEUR | X4 CRANK |
|---|---|---|---|---|
| VARIANTS | | Long and medium cage | | S600 3.1 |
| WEIGHTS | 265g per pair | 280g long / 270g medium | | 801g (No BB, 175mm) |
| TECHNOLOGIES | 1:1 Actuation | 1:1 Actuation, Di.R.T. | Dual pull - top or bottom | Forged arms |
| SPEEDS | 8 | | 3 | 8 and 9 |
| COMPATIBILITY | SRAM 1:1 Actuation rear derailleurs, SRAM Triple front derailleurs | SRAM 1:1 Actuation shifters | SRAM Triple front derailleurs | SRAM and Shimano chains |
| BODY MATERIAL | Composite | Alloy, steel, composite | Steel | Forged aluminum crank arms |
| KEY FEATURES | SRAM trigger shifting performance | | | Forged arms |
| OPTIONS | | Cage available in Silver or Black | | Square or PowerSpline Interface |



# X3 PRODUCT LINE

| SPECS | X3 TRIGGER SHIFTERS | X3 REAR DERAILLEUR | 3.0 FRONT DERAILLEUR | X3 CRANK |
|---|---|---|---|---|
| VARIANTS | | Long and medium cage | | S200 3.0 |
| WEIGHTS | 262g per pair | 210g long / 204g medium | | 882g (175mm, No BB, 42/32/22) |
| TECHNOLOGIES | 1:1 Actuation | 1:1 Actuation, Di.R.T. | Dual pull - top or bottom | Forged arms |
| SPEEDS | 7 | 7 | 3 | 8 |
| COMPATIBILITY | SRAM 1:1 Actuation rear derailleurs, SRAM Triple front derailleurs | SRAM 1:1 Actuation Shifters | SRAM Triple front derailleurs | SRAM and Shimano chains |
| BODY MATERIAL | Composite | Alloy, steel, composite | Steel | Forged aluminum crank arms |
| KEY FEATURES | SRAM trigger shifting performance | | | Forged arms |
| OPTIONS | | | | Square or PowerSpline Interface |

# CASSETTES

| SPECS | VARIANTS | WEIGHTS | MATERIAL | TECHNOLOGIES |
|---|---|---|---|---|
| XG 1099 | 11-32, 11-36T | 208g (11-36) | 4130 chromoly steel (cog cluster), AL-7075-T6 (largest cog) | X-Glide, X-Dome |
| XG 1080 | 11-36T | 239g (11-36) | 4130 chromoly steel (cog cluster), AL-7075-T6 (largest cog) | X-Glide, X-Dome |
| PG 1070 | 11-32, 12-36T | 360g (12-36) | Aluminum Spider with Steel Cogs | X-Glide |
| PG 1050 | 11-32, 12-36T | 371g (12-36) | Aluminum Spider with Steel Cogs | X-Glide |
| PG 999 | 11-32T | 175g (11-32) | 4130 chromoly steel (cog cluster), AL-7075-T6 (largest cog) | X-Glide, X-Dome |
| 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 (12-26) | 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 | 310g (12-32) | Steel / Chrome Plate | PowerGlide II |

# CHAINS

| SPECS | VARIANTS | WEIGHTS | PUSH PIN POWER | TECHNOLOGIES |
|---|---|---|---|---|
| PC 1091 R | 10 speed | 257g / 114 Links | 245kgf, Chrome Hardened Pins | PowerLock 10S |
| PC 1091 | 10 speed | 265g / 114 Links | 245kgf, Chrome Hardened Pins | PowerLock 10S |
| PC 1071 | 10 speed | 264g / 114 Links | 245kgf, Chrome Hardened Pins | PowerLock 10S |
| PC 1051 | 10 speed | 277g / 114 Links | 245kgf, Chrome Hardened Pins | PowerLock 10S |
| PC 1031 | 10 speed | 277g / 114 Links | 245kgf, Chrome Hardened Pins | PowerLock 10S |
| PC 991 HP | 9 speed | 279g / 114 Links | 204kgf, Chrome Hardened Pins | PowerChain II, PowerLink Gold |
| PC 991 CS | 9 speed | 294g / 114 Links | 255kgf, Chrome Hardened Pins | PowerChain II, PowerLink Gold |
| PC 991 | 9 speed | 294g / 114 Links | 204kgf, Chrome Hardened Pins | PowerChain II, PowerLink Gold |
| PC 971 | 9 speed | 294g / 114 Links | 204kgf, Chrome Hardened Pins | PowerChain II, PowerLink Gold |
| PC 951 | 9 speed | 294g / 114 Links | 204kgf, Chrome Hardened Pins | PowerChain II, PowerLink Gold |
| PC 890 | 8 speed | 318g / 114 Links | 204kgf, Chrome Hardened Pins | PowerChain II, PowerLink Silver |
| PC 870 | 8 speed | 318g / 114 Links | 204kgf, Chrome Hardened Pins | PowerChain II, PowerLink Silver |
| PC 850 | 8 speed | 318g / 114 Links | 204kgf, Chrome Hardened Pins | PowerChain II, PowerLink Silver |
| PC 830 | 8 speed | 318g / 114 Links | 204kgf, Chrome Hardened Pins | PowerChain II, PowerLink Silver |
| PC 10 | 7/6/5/1 speed | 300g / 114 Links | 204kgf | PowerChain, PowerLink option |
| PC 10 SALT SHAKER | 7/6/5/1 speed | 300g / 114 Links | 204kgf | PowerChain, PowerLink option |
| PC 1 | Single speed | 330g / 114 Links | 176kgf | PowerChain, 2-piece connector link |
| PC 1 SALT SHAKER | Single speed | 330g / 114 Links | 176kgf | PowerChain, 2-piece connector link |
| PC 7X | Single speed | | | PowerChain, 2-piece connector link |
| POWERLINK | Gold / Silver, 9 speed | | | PowerLink |
| POWERLOCK | Black, 10 speed | | | PowerLock |

# TECH QUICK START

X0 shifter adjustment: The new X0 10-speed shifters can be set up to achieve perfect ergonomics and maximum performance. Follow these three easy steps to make your shifting fast and effortless every time.

## Pull lever adjustment

**Important:** Adjust the pull lever in the correct position in order to be able to upshift as many as five gears in one single movement.

- To adjust the lever, use a 3mm hex wrench (A).
- In this position, the lever is too high to be reached comfortably by the thumb (B).
- In this position, the lever is too low. It interferes with the release trigger and makes it hard to achieve a full five-gear upshift (C).
- This is the correct position (D), which allows the thumb to rest on the lever in the most natural position (E) and maintain a full range of motion to achieve optimal shifting capability.
















## Inboard/outboard adjustment

It is possible to fine-tune the distance of the shifter from the grip by using the two different clamp bolts position on the shifter body. Follow the steps to move the shifter outboard without altering the position of the brake lever or the shifter clamp.

- Remove the screw on the shifter body (F) with a 2.5mm hex wrench. This exposes a threaded hole.
- Loosen the clamp screw using a 5mm hex key (G) to free the shifter from the clamp.
- Reattach the shifter using the clamp screw to the left hole (H). Then reinsert the 2.5mm hex head screw in the right side hole (I).
- To move the shifter inboard, perform the procedure in reverse order.













# ACCESSORIES



### ◀ Grips

Look no further for that perfect grip. SRAM dual aluminum clamps and internal rubber gaskets keep it fastened firmly while the thin body and textured logo pattern keep you comfortable. Rain or shine. Up or down.



### ◀ Cables & housing

Treat your ride to the best. From cable and housing service packs to $CO_2$ to get you out of that jam, SRAM has everything you need to get rolling again. The quality continues.



## Vertical adjustment

You can adjust the vertical orientation of the shifter. To achieve a comfortable and correct position of the hand, rest the index finger comfortably on the brake lever and the thumb on the shifter level.

- Loosen the clamp bolt with a 5mm hex key (J).
- This is the maximum vertical distance between the brake lever and shifter (K).
- For riders with small hands, in this position (L) the shifter is in the closest position to the brake lever.

For optimal ergonomics and clean handlebar setup, the X0 shifter is compatible with the MatchMaker X, which allows mounting of the shifter, brake lever and XLoc hydraulic remote with a single handlebar clamp (M).


J


K


L


M



### ◀ Ceramic RD pulleys

The same hybrid ceramic cartridge bearings used in the SRAM RED Rear Derailleur's upper and lower pulleys. Make the leap to reduced friction, increased stiffness, lighter weight and added durability with this secret weapon.



### ◀ Rock Guards

Our custom blend of polycarbonate composite rock guards will protect your teeth. You should still wear a helmet, though.



### ◀ Chain Guides

The Boxguide and Shiftguide have adjustable cartridge bearing rollers. They are compatible with Truvativ Howitzer, Gigapipe and GXP BB.


Team RSP

# SRAM PRODUCTS: RACE PROVEN BY THE BEST IN THE WORLD

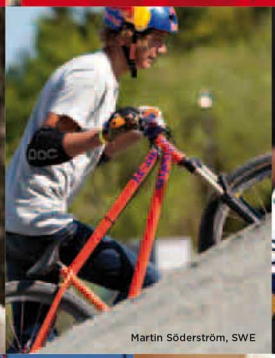
Nino Schurter – XC World Champion 2009
Burry Stander – U23 XC World Champion 2009
Steve Peat – DH World Champion 2009
Caroline Buchanan – 4X World Champion 2009

Julien Absalon – XC World Cup Champion 2009
Sam Hill – DH World Cup Champion 2009
Anneke Berteen – 4X World Cup Champion 2009



Julien Absalon, FRA


Sam Hill, AUS


Martin Söderström, SWE

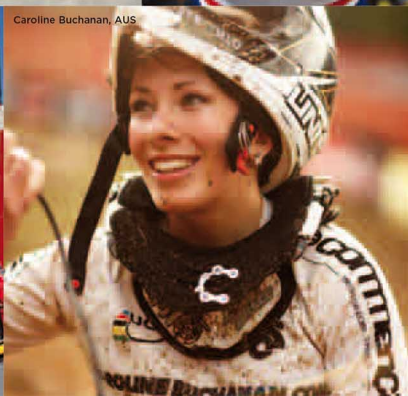


Willow Koerber, USA


Burry Stander, RSA

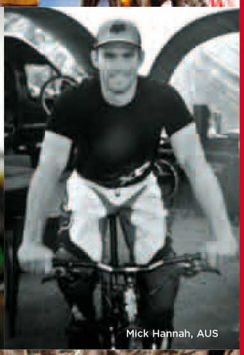


Florian Vogel, SUI


Caroline Buchanan, AUS


Jose Hermida, ESP


Steve Peat, GBR


Mick Hannah, AUS


Rene Wildhaber, SUI


Lene Byberg, NOR


Nino Schurter, SUI

# 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.

**XC AND ENDURANCE**

**Cannondale Factory Racing XX**
Martin Gujan (SUI)
Marco Aurelio Fontana (ITA)
Manuel Fumic (GER)

**Multivan Merida XX**
Ralph Näf (SUI)
Jose Hermida (ESP)
Moritz Milan (GER)
Gunn-Rita Dahle (NOR)
Hannes Genze (GER)
Rudi van Houts (NED)
Robert Gebauer (AUT)
Jochen Kaess (GER)

**Orbea XX**
Julien Absalon (FRA)
Ruben Ruzafa (ESP)
Inaki Lejarreta (ESP)

**Scott Swisspower XX**
Florian Vogel (SUI)
Nino Schurter (SUI)
Marcel Wildhaber (SUI)
Patrick Gallati (SUI)

**Specialized Factory Team XX**
Christoph Sauser (SUI)
Burry Stander (RSA)
Todd Wells (USA)
Lene Byberg (NOR)
Rebecca Rusch (USA)

**Subaru / Trek Mountain Bike Team XX**
J. Horgan-Kobelski (USA)
Willow Koerber (USA)
Sam Schultz (USA)
Heather Irmiger (USA)
Russell Finsterwald (USA)

**Lapierre International XX**
Cedric Ravanel (FRA)
Cécile Ravanel (FRA)
Alexis Vuillermoz (FRA)

**Topeak Ergon XX**
Wolfram Kurschat (GER)
Irina Kalentieva (RUS)
Alban Lakata (AUT)
Robert Mennen (GER)
Sally Bigham (GBR)
Dave Wiens (USA)
Jeff Kerkove (USA)
YGBRi Saito (USA)
Sonya Looney (USA)
Namrita O'Dea (USA)
Eddie O'Dea (USA)

**Trek Bart Brentjens XX**
Bart Brentjens (NED)
Jelmer Pietersma (NED)
Tim Wijnants (NED)
Frank Beemer (NED)
Irjan Luttenberg (BEL)
Lukas Kaufmann (SUI)

**Central Ghost XX**
Sabine Spitz (GER)
Lisi Osl (AUT)
Anja Gradl (GER)
Mona Eiberweiser (GER)

**Felt Ötztal X-Bionic XX**
Karl Markt (AUT)
Simon Scheiber (AUT)
Manfred Reis (GER)
Blaza Klemencic (SLO)
Sabrina Enaux (FRA)
Adelheid Morath (GER)

**Team Kenda/Seven Cycles XX**
Mary McConneloug (USA)
Michael Broderick (USA)

**Team Texpa -Simplon XX**
Roland Golderer (GER)
Ch. Schneidawind (GER)
Lukas Gerum (GER)
David Voll (GER)
Alexander Pscheidl (GER)

**Kona Factory Team** (USA)

**Bike Junior Team – Cube** (GER)

**Team Bulls** (GER)

**Trek Mountain 29er Crew** (USA)

**Individuals**
Jaroslav Kulhavy (CZE)
– Birell Specialized XX
Katie Compton (USA)
NICA - High School Mountain Bike Series (USA)

**GRAVITY**

**Lapierre International**
Sam Blenkinsop (NZL)
Nicolas Vouilloz (FRA)
Sam Flockhart (GBR)

**Monster Energy-Specialized**
Sam Hill (AUS)
Brendan Fairclaugh (GBR)
Troy Brosnan (AUS)

**RSP Racing - KTM**
Joost Wichmann (NEL)
Michael Marosi (CZE)
Tomas Slavik (SVK)
Jurg Meyer (NEL)

**Santa Cruz Syndicate**
Steve Peat (GBR)
Greg Minnaar (RSA)
Josh Bryceland (GBR)
Jamie Goldman (USA)
John Waddell (AUS)

**Sunn Riders Society**
Romain Saladini (FRA)
Anais Pagot (FRA
Remi Thirion (FRA)
Robin Wallner (SW)

**GT Factory Team**
Eric Carter (USA)
Marc Beaumont (GBR)
Mick Hannah (AUS)
Kevin Aiello (USA)
Andrew Cho (CAN)

**Dirt-Norco**
Ben Reid (IRL)
Dan Stanbridge (GBR)

**Allride Demo Tour**
Kurt Voreis (USA)
Lindsey Voreis (USA)

**Commencal**
Remy Absalon (FRA)

**Die Rasenmaeher**
Holger Meyer (GER)
Karen Eller (GER)

**Team Ghost**
Johannes Fischbach (GER)
Markus Klausmann (GER)

**Kona Factory Team**
Joseph Smith (GBR)

**Coastal Crew** (CAN)

**NSMB Freeride Team** (CAN)

**ODI Southridge MTB Racing Team** (USA)

**On the Edge - Bergamont** (GER)

**Primary Trek** (CAN)

**Individuals**
Ross Schnell (USA)
Nathan Riddle (USA)
Katie Compton (USA)
Greg Watts (USA)
Cameron Zink (USA) - SRAM/Sensus
Curtis Keene (USA) - Specialized/SRAM
Miranda Miller (CAN)
Brandon Semenuk (CAN) - Nike 6.0/Trek/SRAM
Jordie Lunn (CAN) - Jamis/SRAM
Kyle Ebbett (USA)
David Smutok (USA)
Ross Measures (CAN) - Knolly Bikes/SRAM
Wayne Goss (CAN)
Brian Bennett (USA)
Kenny Smith (CAN)
Rene Wildhaber (SUI) - Trek
Michael Prokop (CZE) - A-Gang
Greg Noce (FRA) - Specialized X.O Team
Cedric Gracia (FRA) - cgracing brigade
Anneke Beerten (NED) – Suspension Center
Joscha Forstreuter (GER)
Timo Pritzel (GER)
Pierre Eduard Ferry (FRA)
Amir Kabbani (GER)
Simon Kirchmann (GER)
Sam Reynolds (GBR)
Antje Kramer (GER) - Giant
Martin Söderström (SWE)

**Bike Parks**
Bikepark Winterberg (GER)
Sol Vista Bike Park (USA)
Whistler Mountain Bike Park (CAN)
Ray's Indoor MTB Park (USA)

**Photographers:**
Dirk Beiling
Simon Cittati
Victor Lucas
Adrian Marcoux
Brian Pettit
Sebastian Schieck






# SRAM RACE AND EVENT SUPPORT

North America: one truck, one crew. Europe: one truck, one crew. Over 100.000km driven per year, attending more than 50 events all over the world. Almost 5,000 service jobs, over 100 beers per weekend, millions of stickers handed out.
One official US race truck dog, Chacha. In Europe? We are still looking for one.













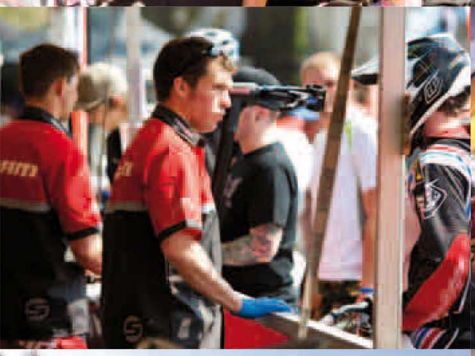








SHOX

SRAM


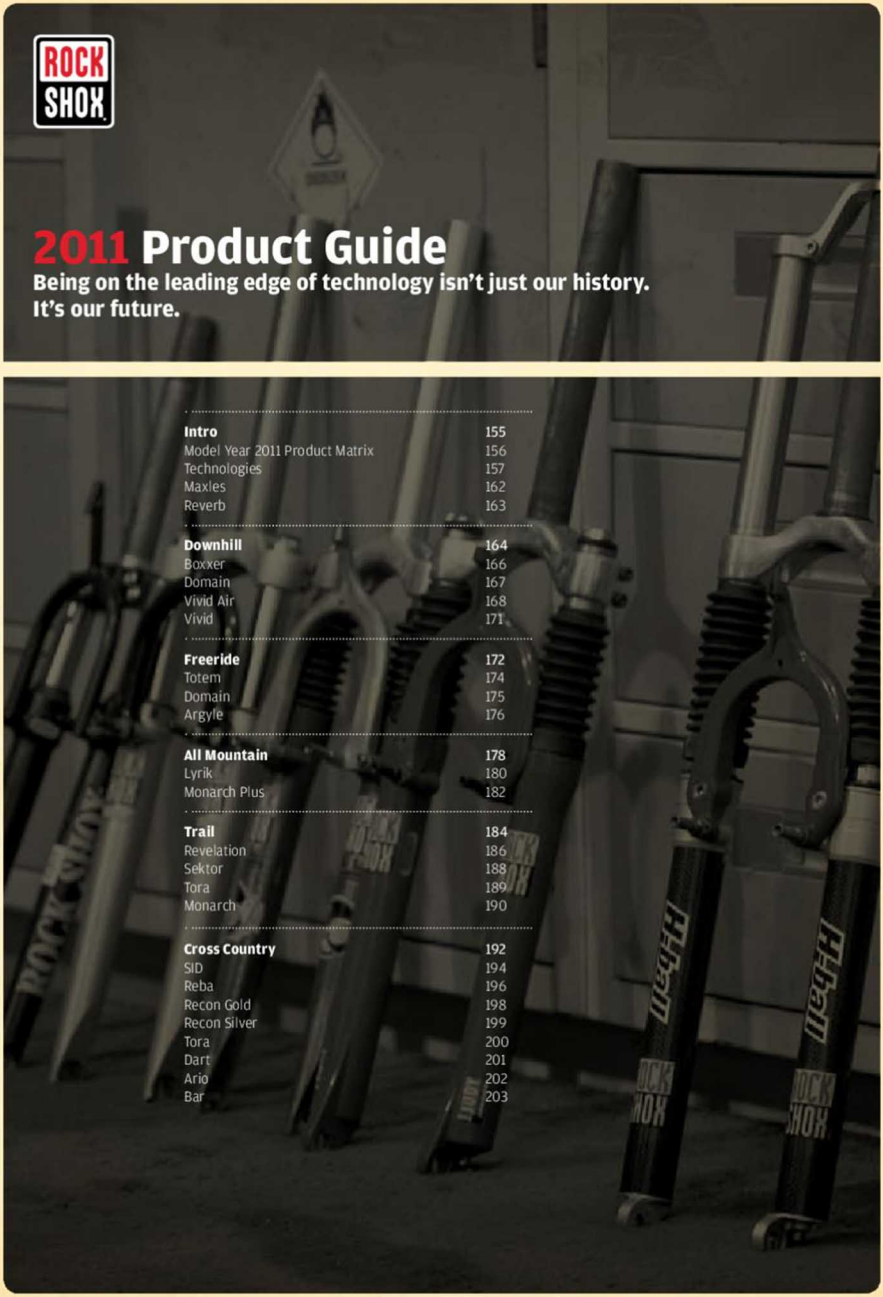
SRAM





ROCK
SHOX

SUBARU
JUNTRAGER



# 2011 Product Guide

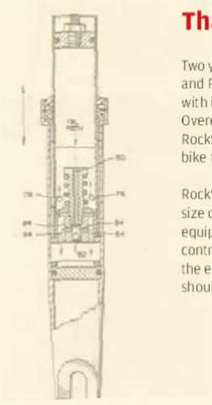
**Being on the leading edge of technology isn't just our history. It's our future.**


| | |
|---|---|
| **Intro** | **155** |
| Model Year 2011 Product Matrix | 156 |
| Technologies | 157 |
| Maxles | 162 |
| Reverb | 163 |
| **Downhill** | **164** |
| Boxxer | 166 |
| Domain | 167 |
| Vivid Air | 168 |
| Vivid | 171 |
| **Freeride** | **172** |
| Totem | 174 |
| Domain | 175 |
| Argyle | 176 |
| **All Mountain** | **178** |
| Lyrik | 180 |
| Monarch Plus | 182 |
| **Trail** | **184** |
| Revelation | 186 |
| Sektor | 188 |
| Tora | 189 |
| Monarch | 190 |
| **Cross Country** | **192** |
| SID | 194 |
| Reba | 196 |
| Recon Gold | 198 |
| Recon Silver | 199 |
| Tora | 200 |
| Dart | 201 |
| Ario | 202 |
| Bar | 203 |

# RockShox.
# The original innovator.

## Like most good ideas, the notion of mountain bike suspension began with a garage, a couple of clever tinkerers and a few beers.

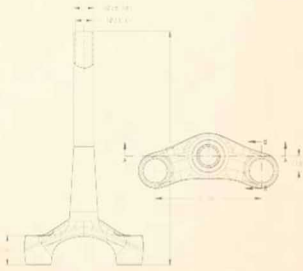
In this case, the tinkerers were motocross race mechanic Paul Turner and small-time frame builder Keith Bontrager. When their collective knowledge of motorcycle suspension and bike mechanics met their passion for this newfangled sport called mountain biking, the two created something so revolutionary it was immediately scoffed at, as great inventions usually are. Naysayers be damned, these two fellas held their heads up high and presented the first full-suspension bicycle at the premier industry trade show in Long Beach, California. Mountain bikers rocking TIG-welded aluminum frames were in disbelief—"It'll never work! It's too heavy! Arms and legs are all the suspension we'll ever need!"



## That was 1987.

Two years later, Paul Turner joined forces with top-notch suspension designer Steve Simmons, and RockShox was born. The state-of-the-art RS-1 stunned the mountain bike community with its "massive" one-inch upper tubes and "bottomless" 49mm of travel. When Ned Overend, Cindy Devine and Greg Herbold stomped the 1990 UCI World Championship on RockShox suspension, something became very clear: RockShox had just revolutionized bike technology and, in doing so, redefined mountain biking itself.

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.



# MODEL YEAR 2011 FRONT SUSPENSION




# MODEL YEAR 2011 REAR SUSPENSION




Please visit ROCKSHOX.COM for aftermarket availability.

# TECHNOLOGIES

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 with features they can use. User-friendly engraved adjusters, travel gradients, trail-tuning pocket guides and downloadable instructional videos make dialing in the features of your suspension easy as pie. We do all this because we know that great suspension means even better rides.

## DAMPING SYSTEMS

### 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 threshold 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 threshold 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 (Dual Flow Adjust), Totem, Lyrik (Dual Flow)

**MISSION** CONTROL DH

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

### XX MOTION CONTROL

Lightweight and performance oriented, XX Motion Control includes the XLoc remote featuring hydraulic-actuated lockout and adjustable threshold control. Dual Flow rebound and factory-set compression damping make this a no-nonsense damping system with efficient small bump performance for XC and trail. Featured in: SID, Reba, Revelation

**XX MOTION** CONTROL

| COMPRESSION CONFIGURATIONS | | | REBOUND |
|---|---|---|---|
| LOCKOUT | REMOTE | FLOODGATE | DUAL FLOW |
| • | XLOC | REMOTE | • |

### BLACKBOX MOTION CONTROL

Based on the original Motion Control damper, BlackBox Motion Control adds Dual Flow compression and rebound damping. Separate circuits for low- and high-speed compression, as well as beginning and ending stroke rebound, results in suspension that floats over both stutter bumps and root webs while maintaining big-hit performance. The titanium spring tube and carbon-fiber compression knob are just dead sexy. BlackBox Motion Control is compatible with PushLoc and PopLoc remotes. 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 blowoff valve and threshold control immediately absorb any bumps along the way. An elegant design in a simple and lightweight package. Motion Control is compatible with PushLoc and PopLoc remotes. Featured in: SID, Reba, Revelation, Sektor, Argyle, Recon

**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 | |
|---|---|
| LOCKOUT | REBOUND |
| • | • |

## DAMPING SYSTEMS

### TURNKEY

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

TURNKEY

| COMPRESSION CONFIGURATIONS | | |
|---|---|---|
| LOCKOUT | REMOTE | REBOUND |
| • | OPTIONAL | • |

## REBOUND DAMPING

### DUAL FLOW

Suspension shouldn't pack up 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 a clockwise or counterclockwise turn. In the RockShox world this is clicking toward the turtle or the "jackalope." Featured in: Totem, Lyrik, SID, Reba, Revelation, Monarch

*NOTE
The jackalope is an imaginary animal of North American folklore (a so-called "fearsome critter") described as a jackrabbit with antelope horns or deer antlers...

### DUAL FLOW ADJUST

Dual Flow Adjust has 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. Featured in: BoXXer, Vivid Air, Vivid

### HOT ROD

Your suspension should never fade before you do—that's why we developed Hot Rod to build fade-free performance into the new Vivid Air and updated Vivid rear shocks. A RockShox-tuned thermoplastic resin core in the adjuster rod expands when your shock heats up, resulting in consistent rebound force no matter how long or aggressive the descent. Featured in: Vivid Air, Vivid

## ROCKSHOX CERTIFIED FLUIDS, TOOLS AND ACCESSORIES

Suspension Oil 2.5W - 1 LITER, 120ml
Suspension Oil 5W - 1 LITER, 120ml
Suspension Oil 10W - 1 LITER, 120ml
Suspension Oil 15W - 1 LITER, 120ml
Rear Suspension Damping Fluid 3wt - 16oz, 120ml
Rear Suspension Damping Fluid 7wt - 16oz, 120ml
RedRum - 16oz
Judy Butter - 1oz

Star Nut Setter Tool - 1.5"
Star Nut Setter Tool - 1.125"
Rear Shock Eyelet Bushing Removal/Install Tool - 12mm
High-Pressure Fork/Shock Pump (300 psi Max)
BoXXer Air Pump
Carbon Headset Spacers - 5mm, 10mm, 15mm

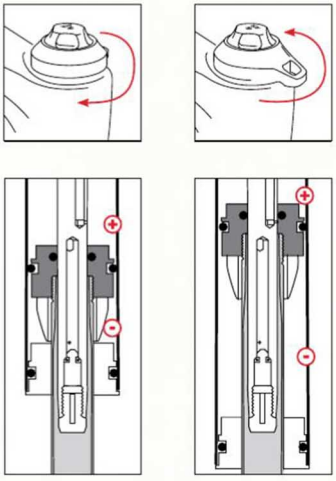


## SPRING AND TRAVEL ADJUSTMENT SYSTEMS

**DUAL AIR**
With independently adjustable positive and negative air spring chambers, Dual Air is race or trail ready, highly tunable, and one of the lightest air spring systems on the market. Featured in: SID, Reba, Revelation

**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. Featured in: Reba

**DUAL POSITION AIR**
An easy-to-use detented knob offers long and short travel options with a turn and a click. With approximately 30mm of sag-to-sag travel adjustment, it is designed to simply bring the front of your bike down for climbing prowess. Dual Position Air is sweet and simple, smooth and robust. Bomb downhill with confidence. Click. Climb like a demon. Featured in: Revelation



LONG TRAVEL
Turn adjuster clockwise 1 click and weight fork to move into short travel position for climbing efficiency.

SHORT TRAVEL
When in short travel position turn adjuster counter clockwise 1 click and unweight fork to return to long travel position.

**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 travel) for easier climbing or extend the travel all the way for maximum downhill performance. Featured in: Totem, Lyrik

**SOLO AIR**
An extremely durable spring system. The positive and negative air spring chambers are simultaneously filled to equal air pressures through a single Schrader valve, simplifying suspension setup while retaining the light weight and plush ride quality of Dual Air. Featured in: Vivid Air, Argyle, Sektor, Recon, Tora, Monarch Plus, Monarch, Ario, Bar

**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. Featured in: BoXXer, Totem, Lyrik

**COIL U-TURN**
Coil U-Turn offers up to 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. Featured in: Domain, Lyrik, Sektor, Tora

**FIXED COIL**
The coil spring is a simple, time-tested design with a smooth feel characterized by a linear spring curve. Featured in: BoXXer, Domain, Vivid, Totem, Lyrik, Argyle, Sektor, Recon, Tora, Dart

## BOTTOM OUT

**DROPSTOP**
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 either elastomer bumpers or air volume adjustment. Say goodbye to that harsh feel and awful "KER-thunk" sound on even the hardest of landings. Featured in: BoXXer, Vivid

# FEATURES

## CHASSIS

**CARBON CROWN-STEERER**
Developed as a BlackBox technology and proven on the race course, the hollow one-piece Carbon Crown-Steerer sheds grams while offering superior stiffness. Featured in: SID, Revelation

**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 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 printed right on the fork, setting up suspension to match a rider and enhance his or her 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 29-inch 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. Featured in: Totem


MatchMaker X


MatchMaker

## MATCHMAKER

**MATCHMAKER X INTEGRATED**
The MatchMaker X clamp offers a clean integrated system that conserves handlebar real estate while putting your XLoc suspension controls, along with your SRAM XX or XO shifters and matching AVID® brake levers, 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 the RockShox PushLoc control—all with one tidy, light clamp.

# REMOTE ACTUATION

RockShox is the top innovator of remote suspension controls with the easiest-to-use, most ergonomic and durable remotes available. Because every rider is unique, we offer three variations of actuation, creating a new industry benchmark for on-the-fly adjustability. The control is in your hands.

PUSHLOC



POPLOC ADJUST



POPLOC






XLOC

X LOC CONTROL

**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 remote shaves 60 grams off the PushLoc + BlackBox Motion Control system and is fully integrated with the MatchMaker X.

PUSHLOC POPLOC

**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. PushLoc is compatible with MatchMaker for the ultimate in space-saving integration.

PUSHLOC POPLOC

**POPLOC / POPLOC ADJUST**

This simple and convenient remote-actuated lockout changes the way your ride feels with the press of a button. Go from an open and fully active fork to one that is more efficient with a firm feel yet still plenty of small-bump compliance. PopLoc Adjust allows the user to adjust the amount of low-speed compression in the remote's "open" position for additional control.

AVAILABLE REMOTE UPGRADE KITS:

SID 120 XX Motion Control w/XLoc - Left
SID XX Motion Control w/XLoc - Left
Revelation/Reba XX Motion Control w/XLoc - Left
SID 120 BlackBox Motion Control w/PushLoc - Left
Revelation/Reba/SID BlackBox Motion Control w/PushLoc - Left
SID 120 Motion Control w/PushLoc - Left
SID Motion Control w/PushLoc - Left
SID 120 BlackBox Motion Control w/PushLoc - Left
Revelation/Reba/Sektor Motion Control w/PushLoc - Left
Sektor/Recon Gold Motion Control w/PopLoc - Left
Recon Silver/Tora XC Motion Control w/PopLoc - Left
PushLoc Remote L/R



# RockShox Maxles

**The lightest, easiest-to-use and simply the best quick-release thru axles in mountain biking today!**




## MAXLE SYSTEMS

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

Standard ☐

### MAXLE LITE

RRP $69.95

The tool-free Maxle Lite brings exceptional stiffness and durability to your ride in the lightest, easiest-to-use thru axle system on the market. Now available in 20 x 110mm and 15 x 100mm sizes.

### MAXLE LITE DH

RRP $69.95 - 79.95

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

### REAR MAXLE LITE

RRP $79.95

This Maxle gives all the simplicity, speed and stiffness of the Maxle to rear wheels. With a new detented tension adjuster, the Rear Maxle Lite just got even easier to use. Rear Maxle Lite is a 12mm thru axle available in 135, 142 or 150mm lengths.



MAXLE LITE 20mm Cut-Away

- Improved design featuring single-sided expansion and detented quick-release preload.
- The improved Maxle Lite is easier to use, lighter and stiffer than ever before.

# reverb

RRP $379.95

## new for 2011!

**CUSTOMIZED CONTROL FOR ANY MOUNTAIN BIKE AND MOUNTAIN BIKE RIDER.**

When you're ripping through rolling terrain, cranking the pedals one minute and getting off the back of the bike the next, no seat height is "just right." The all-new Reverb gives you 125mm of infinite seat-height adjustment and control of your return speed in a hydraulically actuated remote package. A custom sealing system means the plush and consistent feel of this seat post won't degrade, no matter how much the weather does.

- 125mm adjustment range
- Hydraulic remote actuation
- Adjustable height reduction and return speed
- Triple-lipped energized sealing system

| | |
|---|---|
| Designed for | Mountain Biking |
| Weight | 515 grams |
| Post Diameters | 30.9mm, 31.6mm |
| Lengths | 380mm, 420mm |
| Offset | Zero / 2-Bolt |
| Adjustment Actuation | Reverb Remote |
| Adjustment Range | 125mm |
| Shaft Material | 3D Forged 7050 Alloy |
| Head Material | 7050 Forged Alloy |
| Tech Features | Adjustable return speed at the handlebar remote |

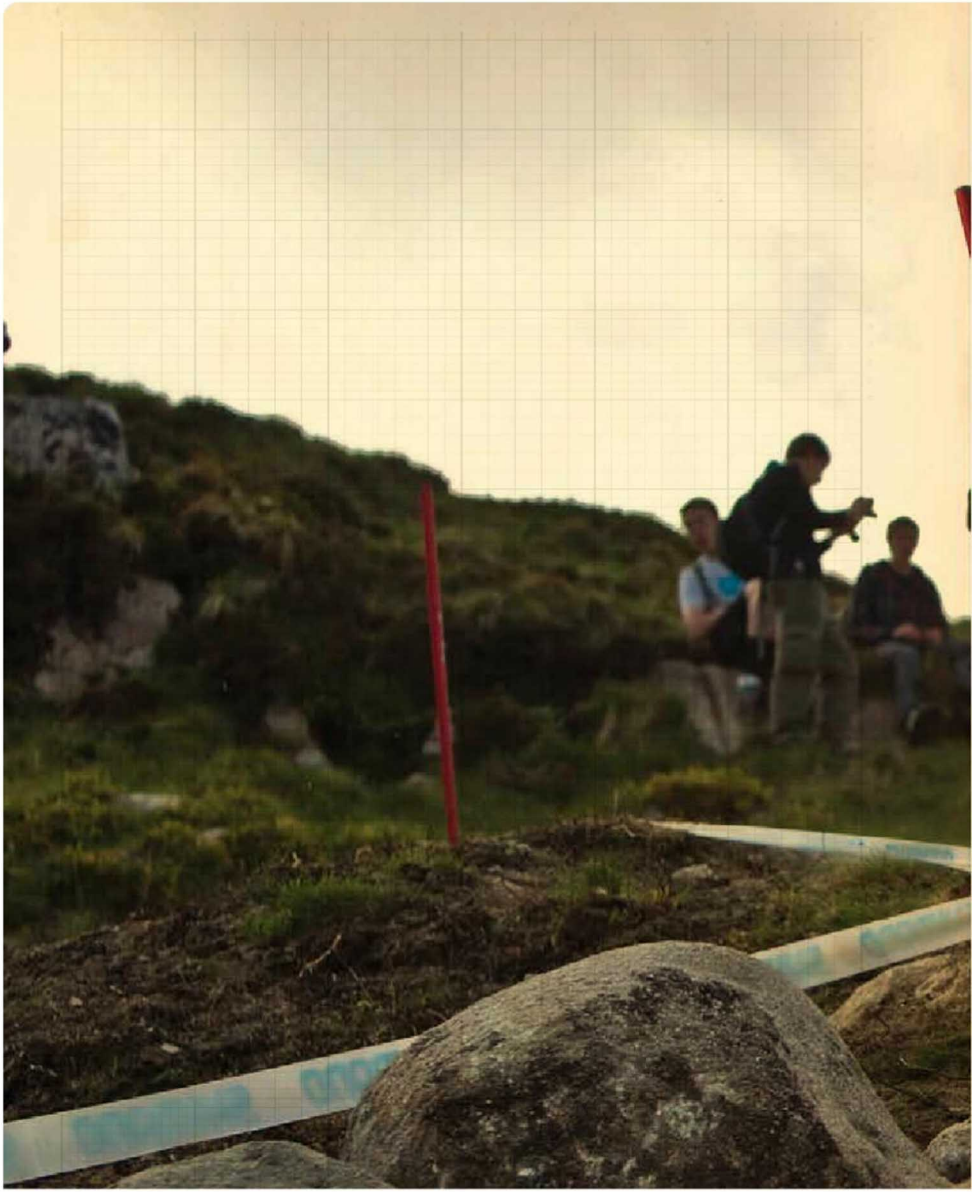
*Weight based on 380mm length 30.9mm diameter, with discrete remote and 1100mm hose length. Uses Speed Lube as Bleed Kit.



**REVERB REMOTE**
CUSTOMIZED CONTROL.








ROCK
SHOX




# DOWNHILL

ROCK SHOX

# BOXXER

| WC | R2CC | RC |
|---|---|---|
| MSRP $1999.95 | MSRP $1499.95 | MSRP $999.95 |









## BOXXER
### THE LEGEND STARTS HERE.

Featuring long-travel-specific Mission Control DH damping, DropStop bottom-out systems and a 35mm dual-crown chassis, the legendary BoXXer is downright fast. Upgraded damper technologies and a revalved design give an unwaveringly smooth and consistent feel to the reliable Coil and the decadently light, adjustable and fully redesigned 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.

### Updates for Model Year 2011

- Updated damping featured in World Cup and R2C2 models for increased wheel traction.
- World Cup receives entirely new Solo Air spring for reduced friction and increased durability.
- Updated Maxle Lite DH for additional stiffness and bearing preload.
- New damping adjust knob shapes and detents for increased grip and engineered for ease of use.
- Available colors:

RECOMMENDED REAR SHOCK: VIVID OR VIVID AIR




| PLATFORM | | | | | DAMPING SYSTEM | | | SPRING | ADJUSTMENTS | | | | | | | STEERER | CROWN | UPPER TUBES | LOWERS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MODEL | INTENDED USE | TRAVEL | WEIGHT | MISSION CONTROL DH | MOTION CONTROL DS | DUAL FLOW ADJUST REMOTE | 3 DE RAIL | COIL | EXTERNAL REBOUND + LOW SPEED COMPRESSION EXTERNAL REBOUND | HIGH- AND LOW-SPEED COMPRESSION | LOW SPEED COMPRESSION | SPRING VOLUME ADJUST | DROPSTOP AIR VOLUME ADJUST | DROPSTOP BUMPER SYSTEM | INTERNAL SPRING PRELOAD | ALUMINUM 1 1/8" | FORGED, 6061-T6 ALUMINUM, DIRECT-MOUNT STEM COMPATIBLE | 35MM, 7050-T6 ALUMINUM, LOW-FRICTION FINISH | MAGNESIUM, MAXLE LITE 15 X 110MM QLC, PVD-COATED FINISH |
| BOXXER | WORLD CUP | DH | 200mm | 2714g (5.98 lbs) | • | | • | • | • | | • | • | • | | | • | • | • | • |
| | R2C2 | DH | 200mm | 3009g (6.63 lbs) | • | | • | | • | • | • | | | • | • | • | • | • | • |
| | RC | DH | 200mm | 2882g (6.35 lbs) | | • | | • | • | | • | | | • | • | • | • | • | • |

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

COLORS: BOXXER RED, BLACK, WHITE / WORLD CUP MODEL IS ALSO AVAILABLE IN KASHIRINITE® GREY FINISH

FEATURING:
POWER BULGE
AIR GUIDES
SAG GRADIENTS
DROP STOP
MAXLE LITE DH

ROCK SHOX

DOMAIN

PRP $949.95







## DOMAIN

### DUAL-CROWN DELIGHT.

Domain's park-proven durability and performance in a beefy-as-hell 200mm dual-crown chassis will make you wonder what this fork can't do. Excellent for the hard days of summer in the park.

### All New for Model Year 2011

- 35mm chassis based on the legendary BoXXer.
- Features new Maxle Lite.
- 35mm hard-chromed upper tubes for smooth action and durability.
- Available colors: ● ○



RECOMMENDED REAR SHOCK: VIVID OR VIVID AIR

| PLATFORM | | | | | DAMPING SYSTEM | SPRING | ADJUSTMENTS | | | STEERER | CROWN | UPPER TUBES | LOWERS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MODEL | INTERHOUSE | TRAVEL | WEIGHT | MOTION CONTROL IS | COIL | EXTERNAL REBOUND | LOW SPEED COMPRESSION | INTERNAL SPRING MAP PRELOAD | ALUMINUM 1 1/8" | FORGED 6061-T6 ALUMINUM DIRECT MOUNT FOR DISC BRAKE | 7000 SERIES BUTTED HEAT TREATED STEEL CROWN | MAGNESIUM MAXLE LITE 20MM AXLE | PVD HARD CHROMED |
| DOMAIN | RC | DH | 200mm | 3424g (7.55 lbs) | • | • | • | • | • | • | • | • | • |
| DUAL CROWN | R | DH | 200mm | 3447g (7.6 lbs) | | • | • | | • | • | • | • | • |

COLORS: BLACK, WHITE / OPTIONAL DECALS TO MATCH SRAM X0, X9 AND X7 COLORWAYS

FEATURING POWERBUGGE MAXLE LITE

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

ROCK SHOX

# VIVID AIR

PRICE $749.95



VIVID AIR R2

VIVID AIR R2C

## VIVID AIR

### NOT YOUR FATHER'S AIR SHOCK.

Introducing an obscenely lightweight and totally new air spring system built to tackle World Cup downhill competitions, big mountain riding and aggressive all-mountain excursions. Dropping a whopping 400g from the Vivid Coil design, the Vivid Air's unique fade-free performance ensures the entire run is smooth and controlled, right down to the last drop. The supple and consistent feel of a coil shock, with the adjustability, tunability and unparalleled weight savings of an air shock–the Vivid Air redefines downhill performance.

### All New for Model Year 2011

- New twin-tube Solo Air spring for extremely supple performance and heat management.
- Hot Rod thermal-compensating needle for fade-free rebound force.

| PLATFORM | | | | COMPRESSION DAMPING | REBOUND DAMPING | SPRING | ADJUSTMENTS | | | BODY | SHAFT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | MODEL | INTENDED USE | WEIGHT | LOW SPEED COMPRESSION | BLEED FLOW ADJUST | TWIN TUBE SOLO AIR | EXTERNAL LOW SPEED COMPRESSION | REBOUND DAMPING WITH HOT ROD NEEDLE | SPRING TUNE WITH AIR PRESSURE | HARD ANODIZED FORGED ALUMINUM | 12.7MM T6Y5 ALUMINUM |
| VIVID AIR | R2C | DH, FR, AM | 530g (1.17 lbs) | • | • | • | • | • | • | • | • |
| FEATURING HOT ROD AIR GUIDE S | R2 | DH, FR, AM | 520g (1.15 lbs) | • | • | • | | • | • | • | • |

*Weight based on 216 x 63.5mm, without hardware / Available Configurations: 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"), 200 x 57mm (7.875 x 2.25"), 200 x 51mm (7.875 x 2.0"), 200 x 51mm (7.875 x 2.0")

# Hot Rod Technology

## 42% Reduction in fade

At higher than standard operating temperatures (190˚F), a metal needle produces 290lbs of rebound force while Hot Rod produces 334lbs of rebound force.





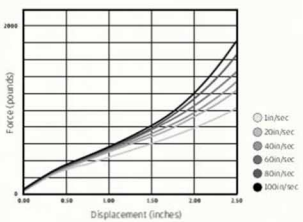

### HOT ROD TECHNOLOGY

Your suspension should never fade before you do—that's why we developed Hot Rod to build fade-free performance into the new Vivid Air and updated Vivid rear shocks. A RockShox-tuned thermoplastic resin core in the adjuster rod expands when your shock heats up, resulting in consistent rebound force no matter how long or aggressive the descent.

### Speed-Sensitive Air Spring

VIVID AIR SPRING / Multiple Shaft Speeds

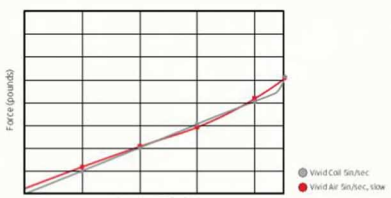
Over successive hits or a high-speed hit, the air spring will absorb the same amount of energy as a coil spring but will do it without using as much shaft travel. Boiled down—you ride higher in the stroke, leaving you with more available shaft travel for that next huge hit.




### Linear Air Spring

VIVID AIR VS. VIVID COIL / Spring Curves

Coil "feel" with all the weight and adjustability benefits of an air spring.




*Based on 240 x 76mm shock size



ROCK SHOX

VIVID

$499.95 Not including Spring or hardware


VIVID R2


VIVID R2C

## 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.

### Updates for Model Year 2011

- Hot Rod thermal-compensating needle for fade-free rebound force.
- Updated ending-stroke rebound control knob–now 90° architecture.

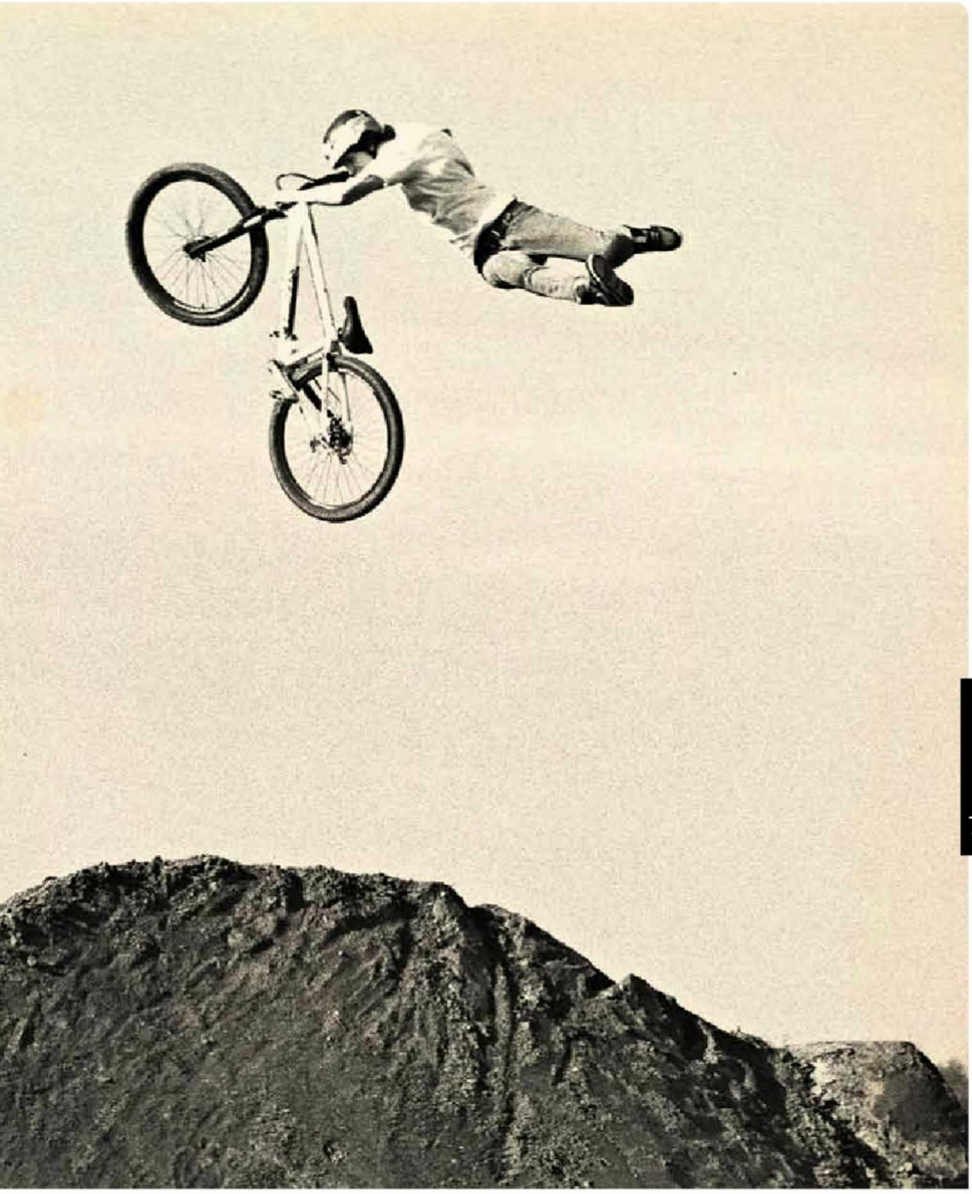


| PLATFORM | | | | COMPRESSION DAMPING | REBOUND DAMPING | SPRING | ADJUSTMENTS | | | | BODY | SHAFT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MODEL | INTENDED USE | WEIGHT | LOW-SPEED COMPRESSION | DUAL FLOW ADJUST | STEEL COIL OR GOLD SPRING AS INCLUDED W/ SHOCK | EXTENDED LOW-SPEED COMPRESSION | REBOUND: ADDITIONAL ENDING STROKE | SPRING OR PRELOAD | DROPSTOP BOTTOM-OUT SYSTEM | MAHLE MACHINED FORGED ALUMINUM | 12.7MM STEEL/ALUMINUM |
| VIVID | R2C | DH, FR, AM | 412g (.91 lb)* | • | • | • | • | • | • | • | • | • |
| FEATURING DROP STOP HOT ROD | R2 | DH, FR, AM | 402g (.88 lb)* | • | • | • | | • | • | • | • | • |

*Weight based on 216 x 63.5mm 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")



ROCK SHOX



# FREERIDE

ROCK SHOX

# TOTEM

RC2L RRP $1999.95 | RC2DH RRP $1599.95 | RC RRP $1499.95

NEW







STICKER KIT 5.0





## TOTEM

### SIZE DOES MATTER.

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-ax that lets you charge into (or off of) any terrain, from tire-buzzing steeps to pucker-inducing drops. A new Maxle Lite and performance to boost make this fork do something no other does–give you the confidence to commit.

And yes, it comes with a Totem Sticker Kit for visual customization.

### Updates for Model Year 2011

- Features New Maxle Lite.
- SRAM XO color-match graphics available.
- Sticker Kit V5.0 by Geoff McFetridge (www.championdontstop.com). Customize your Totem with RockShox Flora and Fauna and a bit of Boing.
- Available colors:

RECOMMENDED REAR SHOCK: VIVID OR VIVID AIR

| PLATFORM | | | | | DAMPING SYSTEM | | | | SPRING | ADJUSTMENTS | | | | | | | | STEERER | CROWN | UPPER TUBES | LOWERS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MODEL | INTENDED USE | TRAVEL | WEIGHT | MOTION CONTROL | MOTION CONTROL DH | MOTION CONTROL FS | QUAD FLOW | 2-STEP | LONG-TRAVEL QUAD AIR | COIL | EXTERNAL REBOUND - STEPPED | EXTERNAL REBOUND | HIGH SPEED COMPRESSION | LOW SPEED COMPRESSION | SPRING AIR PRESSURE | EXTERNAL TRAVEL | SPRING AIR PRELOAD | ADJUSTABLE 1 1/8" - 1.5" TAPERED | FORGED 6AL-4V TA ANODIZED ALUMINUM | HOLLOW, HIGH STRENGTH, WELL ALUMINUM, LOW FRICTION ANODIZED | MONOCROWN, MAXLE LITE 20MM ALLY PRESS FIT DISC MOUNT |
| **TOTEM** | RC2L | FR | 135 - 180mm | 2867g (6.32 lbs) | • | | | • | • | | | • | | • | • | • | • | | | • | • | • | • |
| | | | 180mm | 2627g (5.79 lbs) | • | | | • | | • | | • | | • | • | • | | | | • | • | • | • |
| COLORS: GALVANIZED, BLACK, WHITE / OPTIONAL DECALS TO MATCH SRAM XO COLORWAYS | | | 180mm | 2867g (6.32 lbs) | • | | | • | | | • | • | | • | • | • | | • | • | • | • | • | • |
| FEATURING: POWER BULGE AIR QUIVER SAG GRADIENTS SPEEDLUBE STICKER KIT V5.0 MAXLE LITE | RC2 DH | FR | 135 - 180mm | 2867g (6.32 lbs) | | • | | • | • | | | • | | • | • | | • | • | | • | • | • | • |
| | | | 180mm | 2627g (5.79 lbs) | | • | | • | | • | | • | | • | • | | • | | | • | • | • | • |
| | | | 180mm | 2867g (6.32 lbs) | | • | | • | | | • | • | | • | • | • | | • | • | • | • | • | • |
| | RC | FR | 180mm | 2867g (6.32 lbs) | | | • | | | • | | | • | | | | | | | • | • | • | • |
| *Weight based on 265mm 1 1/8" steerer with Maxle Lite / Maximum recommended rotor size: 210mm | | | | | | | | | | | | | | | | | | | | | | | |

ROCK SHOX

DOMAIN

RC
PRP $849.95

R
PRP $799.95









## 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.

### Updates for Model Year 2011

- Features New Maxle Lite.
- Available colors:

RECOMMENDED REAR SHOCK: VIVID

| PLATFORM | | | | | DAMPING SYSTEM | | SPRING | ADJUSTMENTS | | | | STEERER | CROWN | UPPER TUBES | LOWERS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MODEL | INTENDED USE | TRAVEL | WEIGHT | MOTION CONTROL IS | COIL R/FIDM | COIL | EXTERNAL REBOUND | LOW-SPEED COMPRESSION | EXTERNAL TRAVEL | SPRING PRELOAD | FIXED STEEL 1 1/8", 1.5" TAPERED / 1 1/8", 1.5" MAKABLE | FORGED ANGLESET ALLOY, ANGLED 83DEGREE | STANDARD STEERER TUBE, CHROME | MAGNESIUM, MOLDED 2 CHAMBER, POLISHED MOLET |
| DOMAIN | RC | FR, AM | 115 - 160mm | 2913g (6.42 lbs) | • | | • | • | • | • | • | • | • | • | • |
| | | | 160/180mm | 2827g (6.23 lbs) | • | | • | • | • | | • | • | • | • | • |
| | R | FR, AM | 115 - 160mm | 2868g (6.32 lbs) | | • | | • | | • | | • | • | • | • |
| | | | 160/180mm | 2780g (6.12 lbs) | | • | | • | | • | | • | • | • | • |

COLORS: DIFFUSION BLACK, BLACK, WHITE / OPTIONAL DECALS TO MATCH SRAM X9 COLORWAYS

FEATURING: POWER BULGE MAXLE LITE

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

ROCK SHOX

# ARGYLE

RCT MSRP $949.95

R MSRP $619.95









## ARGYLE

### TAKE TO THE AIR.

Jumping is all about control. The more control you have, the higher you go. With sturdy 32mm upper tubes, the Maxle Lite thru axle and externally adjustable Motion Control damping, the sky is the limit. Adding an even longer and lighter 140mm chassis to the Argyle lineup, this fork gives you the precision to dig deeper, go higher and nail the landing so smoothly all you'll hear is silence.

### Updates for Model Year 2011

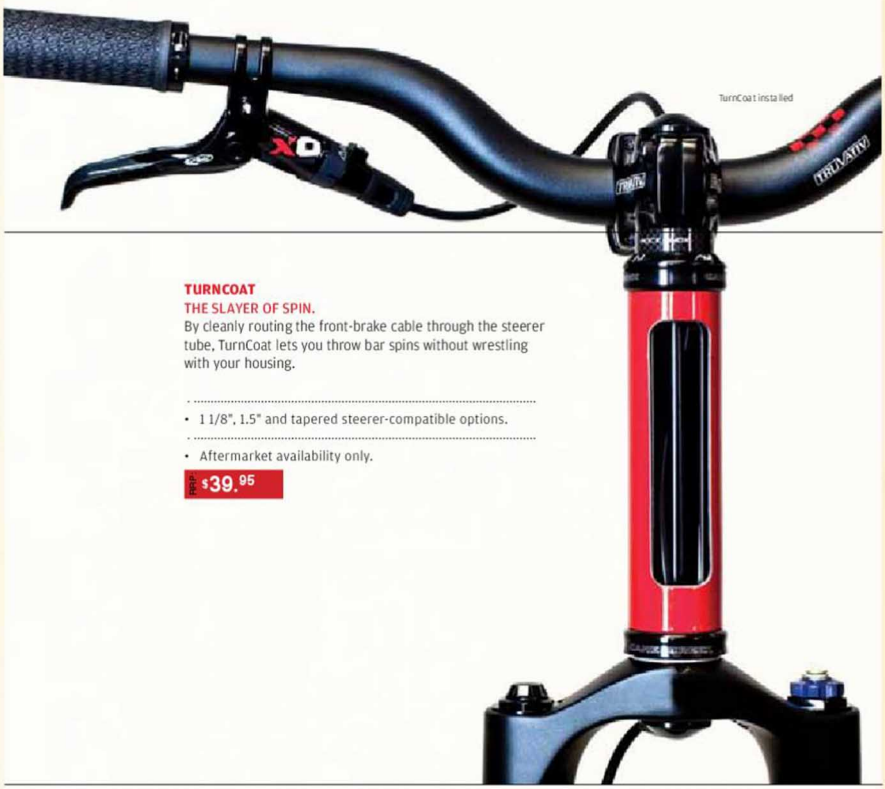
- New option for "Slopestyle" at 140mm of travel featuring aluminum upper tubes.
- Features new Maxle Lite.
- New BoXXer RED color option.
- Lighter weight.
- Available colors:



| PLATFORM | | | | | DAMPING SYSTEM | | SPRING | ADJUSTMENTS | | | | | | STEERER | CROWN | UPPER TUBES | LOWERS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MODEL | INTENDED USE | TRAVEL | WEIGHT | MOTION CONTROL | SOLO AIR | COIL | EXTERNAL REBOUND | LOW-SPEED COMP. ADJUSTER | LOCKOUT LEVER/KNOB | SPRING VOLUME SPACERS | SPRING PRELOAD | ALUMINUM 1 1/8" | FORGED, 6061 T-6 ALUMINUM | 32MM, 7050 FORGED-WALL TUBES, CHROME | MAGNESIUM, MAXLE LITE, 20MM AXLE, 15QC WHEEL | |
| ARGYLE | RCT | FR | 80/100/140mm | 2016g (4.44 lbs) | • | • | • | • | • | • | • | • | • | • | • | • | |
| COLORS: BOXXER RED, BLACK, WHITE | RC | FR | 80/100mm | 2526g (5.56 lbs) | • | | • | • | • | | | • | • | • | • | • | |
| FEATURING: AR GUIDES MAXLE LITE | R | FR | 80/100mm | 2480g (5.46 lbs) | | | • | • | | | | • | • | • | • | • | |

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

ROCK SHOX




## TURNCOAT

### THE SLAYER OF SPIN.

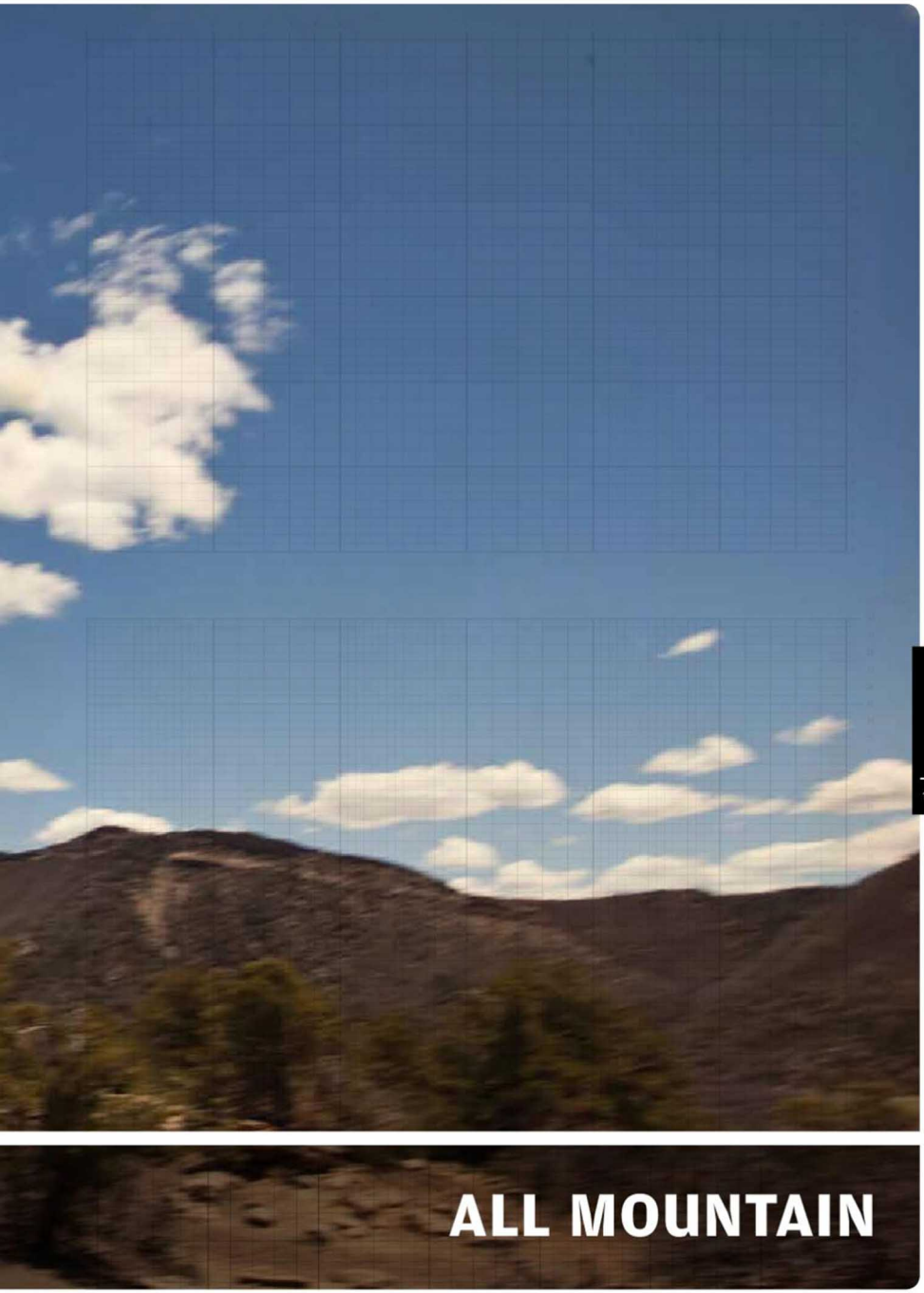
By cleanly routing the front-brake cable through the steerer tube, TurnCoat lets you throw bar spins without wrestling with your housing.

- 1 1/8", 1.5" and tapered steerer-compatible options.
- Aftermarket availability only.

MSRP $39.95




ROCK
SHOX



# ALL MOUNTAIN

ROCK SHOX

LYRIK

RC2L
RRP $1649.95

RC2DH
RRP $1549.95

RC
RRP $1449.95

R
RRP $1399.95










## LYRIK

### CHARGE UP. BOMB DOWN. RINSE AND REPEAT.

With 160 or 170mm travel options, the ability to choose the best damping system for your needs, and a new Maxle Lite thru axle, the Lyrik's already epic offering 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.

### Updates for Model Year 2011

- Features new Maxle Lite.
- SRAM XO color-match graphics available.
- Available colors:

Recommended Rear Shock: Monarch Plus and Monarch




| PLATFORM | | | | | DAMPING SYSTEM | | | | SPRING | | ADJUSTMENTS | | | | | | | | STEERER | CROWN | UPPER TUBES | LOWERS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | WHEEL | INTENDED USE | TRAVEL | WEIGHT | MOTION CONTROL | MOTION CONTROL DB | MOTION CONTROL LS | DUAL FLOW | 2-STEP | LONG TRAVEL SEALED AIR | COIL U-TURN | EXTERNAL REBOUND, 3-STROKE ADJUSTMENT | EXTERNAL REBOUND | HIGH- AND LOW-SPEED COMPRESSION | LOW-SPEED COMPRESSION | TOOL-LESS LOWER-LEG SPEED | EXTERNAL TRAVEL | SPRING VIA AIR PRESSURE | SPRING VIA PRELOAD | ALUMINUM 1 1/8" - 1.5" TAPERED 1 1/8" - 1 1/4" MAKABLE | FORGED ARCH/CROWN ASSY | 35MM, 200 GRAM STEERER: HALL ALUMINUM, 1.5" STEERER MODIFIED (OPTIONAL CARBON AVAILABLE) | MAXLE LITE: DUAL-LEVER, TOOL-FREE MOUNT | |
| **LYRIK** | RC2L | AM | 115 - 160mm | 2393g (5.27 lbs) | • | | | • | • | | | • | | • | | • | • | • | | • | • | • |
| COLORS: DIFFUSION BLACK, BLACK WHITE / OPTIONAL DECALS: TO MATCH SRAM XO & X9 COLORWAYS | | | 160/170mm | 2180g (4.80 lbs) | • | | | • | | • | | • | | • | | • | • | | | • | • | • |
| | | | 115 - 160mm | 2426g (5.34 lbs) | • | | | • | | | • | • | | • | | • | | • | | • | • | • |
| | | | 160/170mm | 2369g (5.22 lbs) | • | | | • | | | • | • | | • | | • | | | • | • | • | • |
| FEATURING: POWER BULGE AIR GUIDES TRAVEL GRADIENTS MAXLE LITE | RC2 DH | AM | 115 - 160mm | 2393g (5.27 lbs) | | • | | • | • | | | • | | • | | | • | • | | • | • | • |
| | | | 160/170mm | 2180g (4.80 lbs) | | • | | • | | • | | • | | • | | | • | | | • | • | • |
| | | | 115 - 160mm | 2426g (5.34 lbs) | | • | | • | | | • | • | | • | | | • | | | • | • | • |
| | | | 160/170mm | 2369g (5.22 lbs) | | • | | • | | | • | • | | • | | | | | • | • | • | • |
| | RC | AM | 115 - 160mm | 2381g (5.24 lbs) | | | • | | • | | | | • | | • | | • | • | | • | • | • |
| | | | 160/170mm | 2168g (4.77 lbs) | | | • | | | • | | | • | | • | | | • | | • | • | • |
| | | | 115 - 160mm | 2412g (5.31 lbs) | | | • | | | | • | | • | | • | | | • | | • | • | • |
| | | | 160/170mm | 2352g (5.19 lbs) | | | • | | | | • | | • | | • | | | • | • | • | • | • |
| | R | AM | 115 - 160mm | 2340g (5.15 lbs) | | | | | • | | | | • | | | | • | • | | • | • | • |
| | | | 160/170mm | 2127g (4.68 lbs) | | | | | | • | | | • | | | | • | | | • | • | • |
| | | | 115 - 160mm | 2371g (5.22 lbs) | | | | | | | • | | • | | | | • | | | • | • | • |
| | | | 160/170mm | 2316g (5.10 lbs) | | | | | | | • | | • | | | | | • | • | • | • | • |

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

ROCK SHOX

# monarch plus

MSRP $599.95



MONARCH PLUS RC3
(High Volume Can Pictured)



MONARCH PLUS R
(High Volume Can Pictured)

## MONARCH PLUS

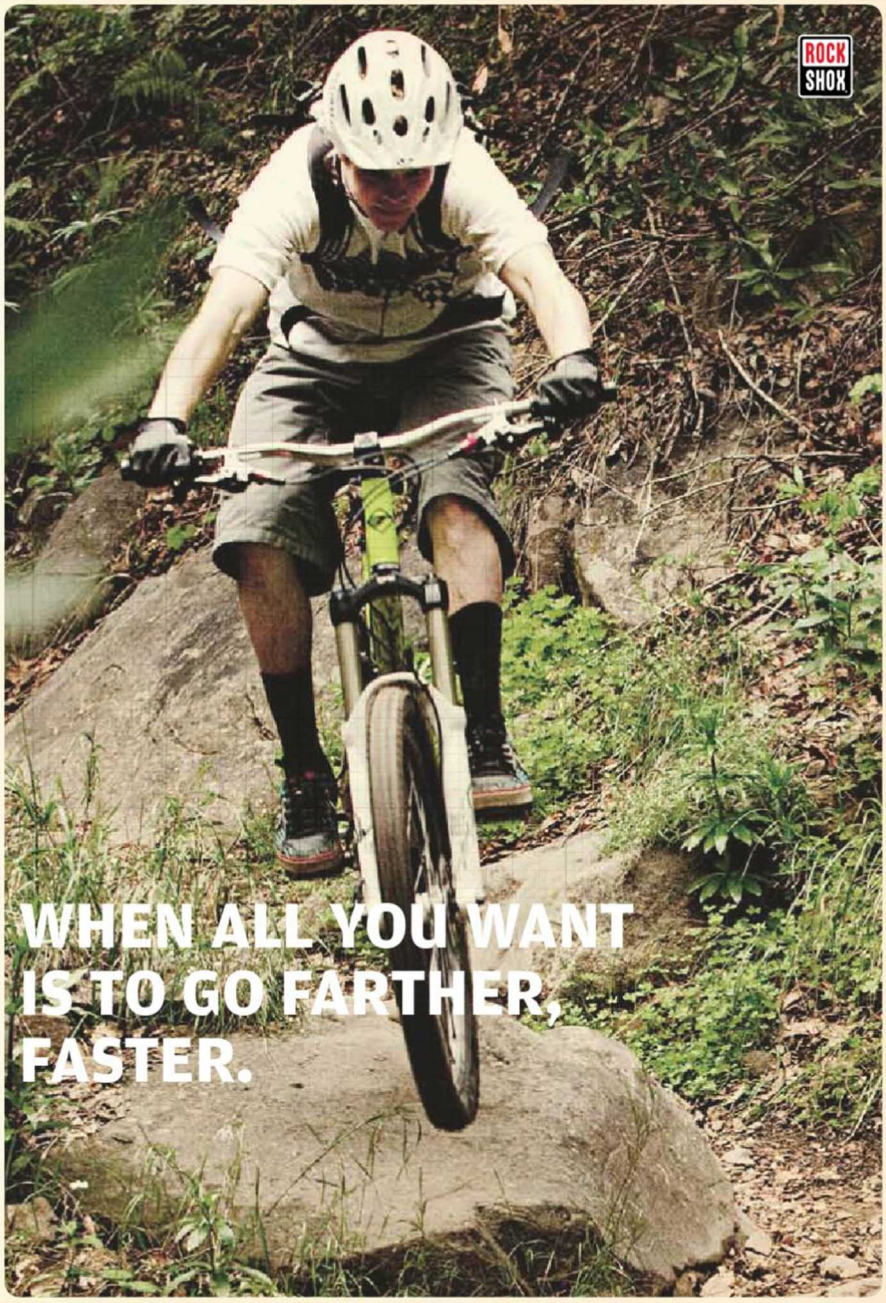
Monarch Plus fuses the exemplary weight of the Monarch with an all-new Solo Air system and damper design similar to Vivid Air to create a lightweight package that tackles all-mountain riding like it was born to bomb downhill. This air shock with piggyback reservoir incorporates Dual Flow rebound and compression, allowing you to dial up the performance perfect for your desires–especially when all you want is to go farther, faster.

### All-New Platform for Model Year 2011

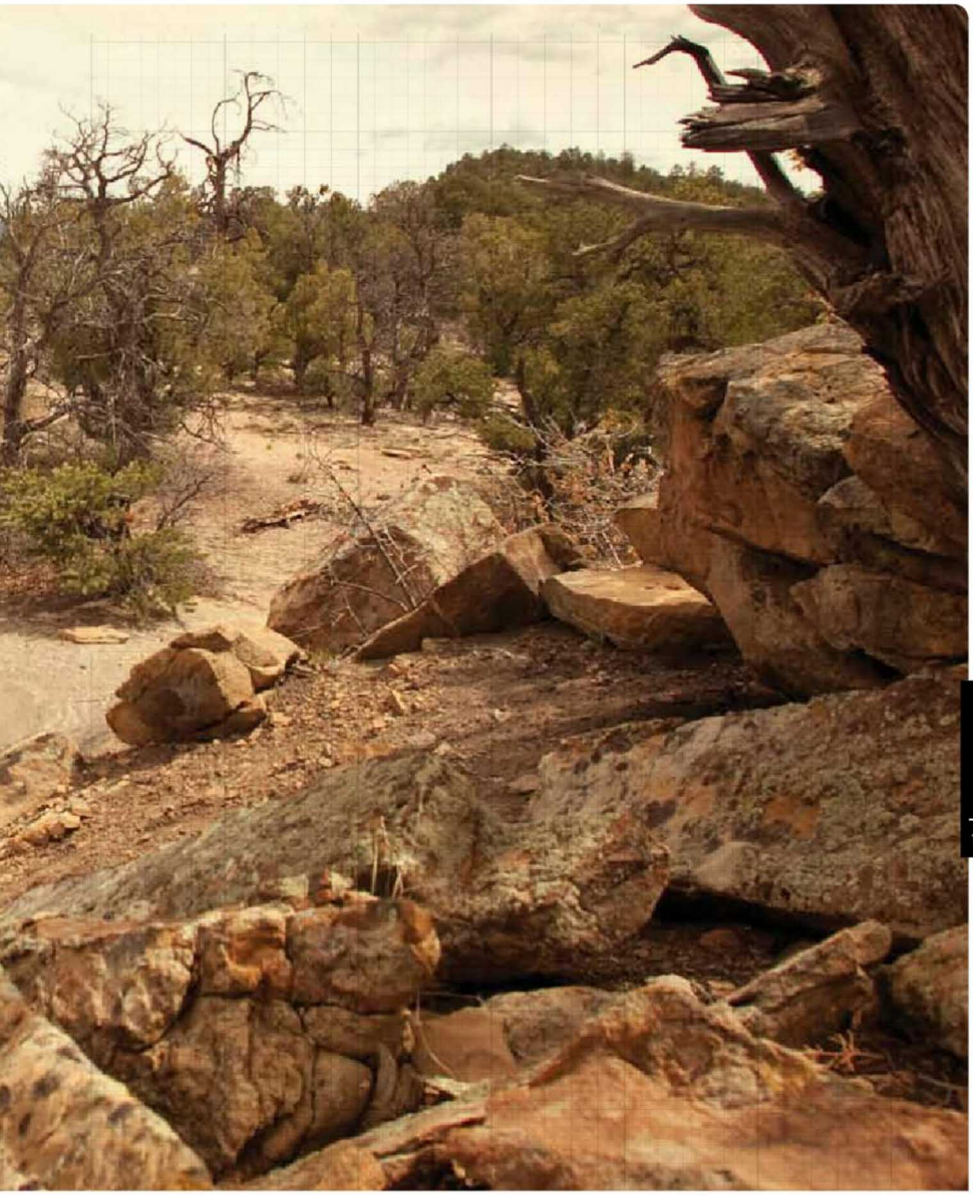
- New Solo Air spring.
- New damper based on Monarch and Vivid Air damping systems.
- New forged eyelet.

| PLATFORM | | | | COMPRESSION DAMPING | SPRING | ADJUSTMENTS | | | BODY | SHAFT |
|---|---|---|---|---|---|---|---|---|---|---|
| | MODEL | INTENDED USE | WEIGHT | HYDRAULIC WITH FFP | SOLO AIR | EXTERNAL COMPRESSION ADJUSTMENT | EXTERNAL REBOUND ADJUSTMENT | SPRING TUNE AIR PRESSURE | MAGNESIUM DOUBLE FORGED ASSEMBLY | 6061-T6 ALUMINUM |
| MONARCH PLUS | RC3 | AM | 355 g (.78 lb) | • | • | • | • | • | • | • |
| FEATURING AIR GUIDE'S SAG GRADIENTS | R | AM | 350g (.77 lb) | • | • | | • | • | • | • |

*Weight based on 216 x 63mm, without hardware / Available Configurations: 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") / High Volume Air can - available


ROCK
SHOX
WHEN ALL YOU WANT
IS TO GO FARTHER,
FASTER.


ROCK
SHOX



# TRAIL

ROCK SHOX

# revelation

XXWC MRP $1699.95

XX MRP $1199.95

RLT Ti MRP $1099.95

RLT MRP $949.95










## REVELATION

### TODAY'S REVELATION: RIDE MORE.

This year's Revelation brings an all-new Dual Position Air spring system to the table, adding approximately 30mm of sag-to-sag, on-the-fly, travel adjustment to this proven lightweight platform. The smooth responsiveness provided by the various Motion Control damping systems, paired with the confidence that comes from ultra-stiff 32mm aluminum upper tubes, Maxle Lite and 150mm travel options, is epic. Even when the trail is hell, this fork is pure heaven.

### Updates for Model Year 2011

- New World Cup model with carbon-fiber tapered-crown steerer.
- NEW New Dual Position Air travel adjust system.
- New Keronite® Grey finish option on World Cup model saves up to 20 grams.
- Updated detented compression adjustment for RLT model.
- RL and RLT models upgraded to Dual Flow rebound.
- New lighter and stiffer Maxle Lite, including 15 x 100mm.
- New clear-coated graphics and available SRAM XO color-match decals.
- Available colors: ● ○ ●

RECOMMENDED REAR SHOCK: MONARCH AND ARIO






| PLATFORM | | | | | DAMPING SYSTEM | | | | SPRING | ADJUSTMENTS | | | | | | STEERER | | CROWN | UPPER TUBES | LOWERS | REMOTE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MODEL | INFORMED DCR | TRAVEL | WEIGHT* (INCLUDES REMOTE) | XX MOTION CONTROL | ALASKA/MOTION CONTROL | MOTION CONTROL | DUAL FLOW REBOUND | DUAL AIR | DUAL POSITIVE AIR | EXTERNAL REBOUND, LOW SPEED COMPRESSION | LOW SPEED COMPRESSION | EXTERNAL REBOUND | EXTERNAL REBOUND AND LOW SPEED COMPRESSION | SPRINGS VIA AIR PRESSURE | EXTERNAL TRAVEL | TAPERED CARBON CROWN/STEERER | ALUMINUM 1 1/8" OR 1.5 TO 1 1/8" TAPERED STEERER | FORGED, HOLLOW QUILT 7 X ALUMINUM | 32MM, 35MM STRAIGHT SHAFT, ALUMINUM CROWN W/ FACTORY BONDED | MAGNESIUM, QUICK-MOUNT DIE-CAST WITH INTEGRATED QR, 15X110MM BOOST | ALOC | POWERLOC QR/DC OPTION |
| **REVELATION** | XX World Cup | TR | 130/140/150mm | 1489 g (3.28 lbs) | • | | | • | • | | • | | • | | • | | • | | | • | • | • | |
| | | | 120 - 150mm | 1580 g (3.49 lbs) | • | | | • | | • | • | | • | | • | • | • | | | • | • | • | |
| COLORS: BLACK, WHITE, REHOBOT® GREY FINISH /SRAM XO COLOR MATCH DECALS AVAILABLE | XX | TR | 130/140/150mm | 1636 g (3.61 lbs) | • | | | • | • | | • | | • | | • | | • | | • | • | • | • | |
| | | | 120 - 150mm | 1727g (3.81 lbs) | • | | | • | | • | • | | • | | • | • | • | | • | • | • | • | |
| FEATURING: POWER BULGE AIR GUIDES TRAVEL GRADIENTS CARBON CROWN STEERER MAXLE LITE | World Cup | TR | 130/140/150mm | 1489 g (3.28 lbs) | | • | | • | • | | • | • | • | | • | | • | | | • | • | | • |
| | | | 120 - 150mm | 1570g (3.46 lbs) | | • | | • | | • | • | • | • | | • | • | • | | | • | • | | • |
| | RLT Ti | TR | 130/140/150mm | 1636 g (3.61 lbs) | | • | | • | • | | • | • | • | | • | | | | • | • | • | | • |
| | | | 120 - 150mm | 1727g (3.81 lbs) | | • | | • | | • | • | • | • | | • | • | | | • | • | • | | • |
| | RLT | TR | 130/140/150mm | 1620g (3.57 lbs) | | | • | • | • | | • | • | • | | • | | | | • | • | • | | • |
| | | | 120 - 150mm | 1701g (3.75 lbs) | | | • | • | | • | • | • | • | | • | • | | | • | • | • | | • |
| | RL | TR | 130/140/150mm | 1620g (3.57 lbs) | | | • | • | • | | • | • | | • | • | | | | • | • | • | | • |
| | | | 120 - 150mm | 1701g (3.75 lbs) | | | • | • | | • | • | • | | • | • | • | | | • | • | • | | • |

*Weight based on 265mm 1 1/8" steerer or tapered carbon crown steerer where applicable, 9mm axle / Maximum recommended rotor size: 210mm

ROCK SHOX

# SEKTOR

RL RRP $649.95 | TK RRP $599.95 | R RRP $519.95







## SEKTOR

### THE RIGHT FORK FOR ANY SINGLETRACK MISSION.

Offering a bevy of damper and spring options, including Motion Control, TurnKey, Coil U-Turn and Solo Air, Sektor remains the clear choice for real-world trail bikes and real-world riders. When what's around the bend remains to be seen, the Sektor's stout 32mm upper tubes, Maxle Lite options and external rebound adjustment give you the control and responsiveness to explore at speed.

### New for Model Year 2011

- Travel up to 150mm.
- 3 axle types: 9mm QR, 15 x 100mm or 20 x 110mm with new lighter, stiffer Maxle Lite.
- 3 aluminum steerer types: 1 1/8", 1.5" and tapered.
- Aluminum controls.
- Available colors:




RECOMMENDED REAR SHOCK: MONARCH AND ARIO

| PLATFORM | | | | | DAMPING SYSTEM | | | SPRING | ADJUSTMENTS | | | | | STEERER | | CROWN | UPPER TUBES | LOWERS | REMOTE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MODEL | INTENDED FOR | TRAVEL | WEIGHT | MOTION CONTROL | TURNKEY | SOLO AIR | COIL U-TURN | COIL | EXTERNAL REBOUND | LOW-SPEED COMPRESSION | EXTERNAL COMPRESSION AND LOCKOUT | EXTERNAL LOCKOUT | SPRINGS VIA AIR PRESSURE | EXTERNAL PRELOAD | 45DEG STEERER, 1 1/8" | ALUMINUM, 1 1/8", 1.5" OR 1.5"/1.1/8" TAPERED STEERER TUBE | FORGED, HOLLOW CROWN, 1-PIECE ALUMINUM | 32MM, 3DOF STEERER STANDARD DIAM. ALUMINUM, 3DOF STEERER UPGRADED | MAGNESIUM, PUSH-MOUNT DISC BRAKE OPTIMIZED, 3DOF STEERER UPGRADED | PUSHLOC, POP-ON OPERATION |
| SEKTOR | RL | TR | 130/140/150mm | 1837g (4.05 lbs) | • | | • | | • | • | • | | | • | • | • | • | • | • | • |
| | | | 130 - 150mm or 100 - 140mm | 2108g (4.65 lbs) | • | | | • | | • | • | | | • | • | • | • | • | • | • |
| | | | 130/140/150mm | 2119g (4.67 lbs) | • | | | • | • | • | • | | | • | • | • | • | • | • | • |
| | TK | TR | 130/140/150mm | 1824g (4.02 lbs) | | • | • | | | • | | | | • | • | • | • | • | • | • |
| | | | 130 - 150mm or 100 - 140mm | 2074g (4.57 lbs) | | • | | • | | • | | | | • | • | • | • | • | • | • |
| | | | 130/140/150mm | 2101g (4.63 lbs) | | • | | | • | • | | | | • | • | • | • | • | • | • |
| | R | TR | 130/140/150mm | 1788g (3.94 lbs) | | | • | | | • | | | | | • | • | • | • | • | |
| | | | 130 - 150mm or 100 - 140mm | 1979g (4.36 lbs) | | | | • | | • | | | | | • | • | • | • | • | |
| | | | 130/140/150mm | 1969g (4.34 lbs) | | | | | • | • | | | | | • | • | • | • | • | |

COLORS: BLACK, DIFFUSION BLACK, WHITE, SRAM/X9 AND X7 COLOR-MATCH DECALS AVAILABLE

FEATURING: POWER BULGE AIR GUIDES TRAVEL GUARDIENTS MAXLE LITE

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

ROCK SHOX

# TORA

302

RRP $349.95







## TORA

### THIS TORA DOESN'T FOOL AROUND.

The Tora Trail brings a worthy 85-130mm Coil U-Turn along with 120mm and 130mm Solo Air 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 a stiff chassis in a real-world package.

- Available colors:




RECOMMENDED REAR SHOCK: ARIO AND BAR

| PLATFORM | | | | | DAMPING SYSTEM | SPRING | ADJUSTMENTS | | | | STEERER | CROWN | UPPER TUBES | LOWERS | OPTIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MODEL | INTERFACE | TRAVEL | WEIGHT | TURNKEY | SOLO AIR | COIL U-TURN | EXTERNAL REBOUND | LOCKOUT | SPRINGVAN AIR PRESSURE | EXTERNAL LOWERS | STEEL 1 1/8" | ALUMINUM 1 1/8" | FORGED 6061-T6 ROLLFORM ALUMINUM | 230HC STEEL CROWN | MAGNESIUM, QR DISC MOUNT | PUSHLOC PUSH-TO-RELEASE REMOTE |
| **TORA TRAIL** | 302 | TR | 120/130mm | 2340g (5.15 lbs) | • | • | | • | • | • | | • | • | • | • | • | • |
| COLORS: BLACK, WHITE, DIFFUSION BLACK, DIFFUSION SILVER | | | 85 - 130mm | 2400g (5.3 lbs) | • | | • | • | • | | • | • | • | • | • | • | • |
| | 289 | TR | 85 - 130mm | 2360g (5.2 lbs) | | | • | • | | | • | • | • | • | • | • | |
| FEATURING: AIR GUIDES | *Weight based on 265mm 1 1/8" steel steerer, 9mm QR / Maximum recommended rotor size: 210mm | | | | | | | | | | | | | | | | |

ROCK SHOX

# monarch

MSRP $399.95



MONARCH RT3



MONARCH RT



MONARCH R

## MONARCH

### TRACTION LIKE YOU NEVER FELT BEFORE.

Featuring silky smooth travel in a new lightweight design, Monarch floats through bumps even better than before, turning rugged trails into tire-gripping velvet. The chassis is lean while maintaining the durability and adjustability needed to bite off huge chunks of burly trail action and epic cross country. Combining a redesigned Solo Air spring with updated damping controls, Monarch has the perfect balance of bump performance and efficiency.

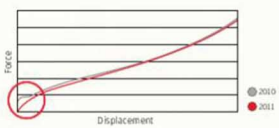
### Updates for Model Year 2011

- Updated Solo Air spring with reduced breakaway and lower friction.
- Updated adjusters.
- Updated tuning options.

### Small-Bump Improvements Quantified

MONARCH AIR SPRING CURVES / 2010 vs. 2011

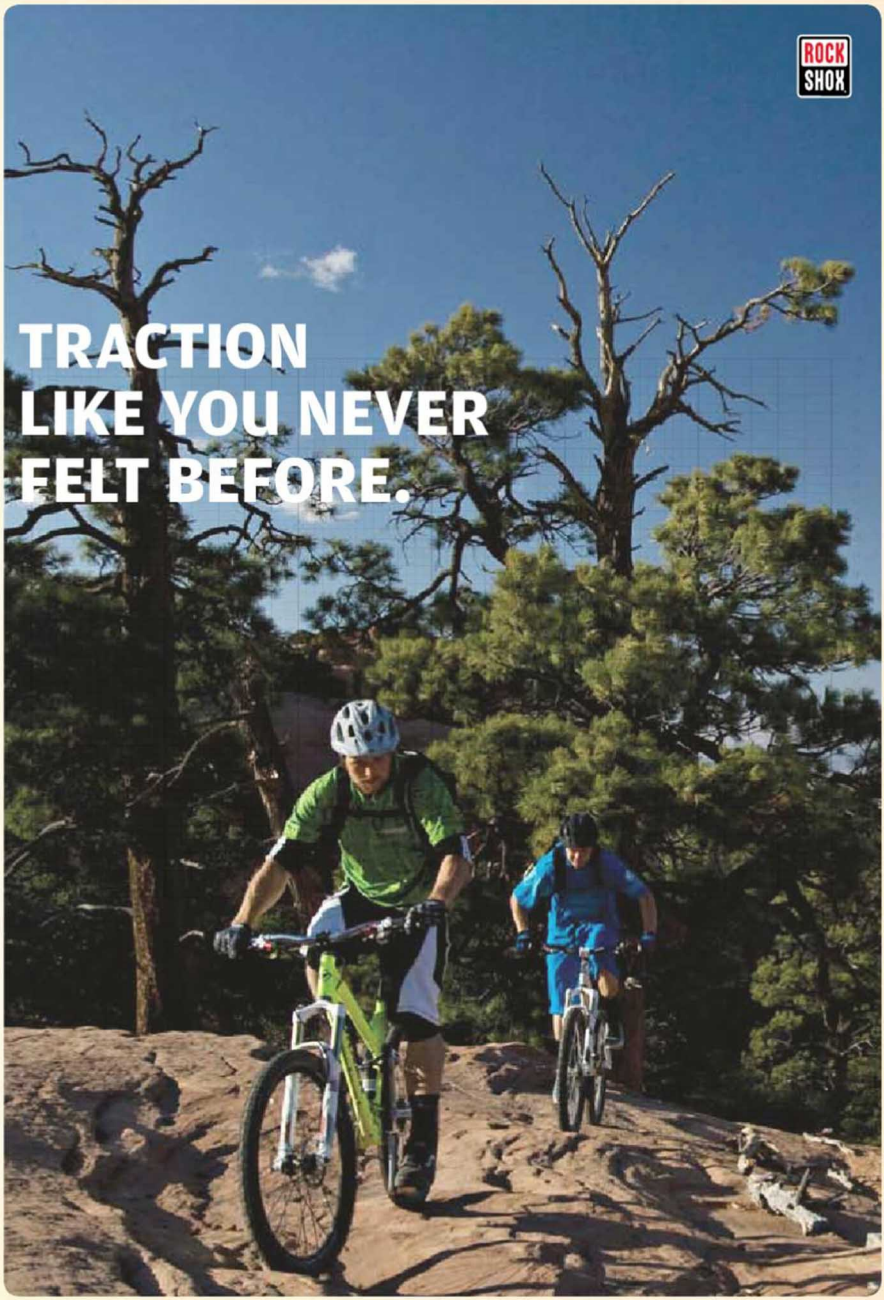
For 2011, initiation forces have decreased for improved small bump sensitivity and better response.

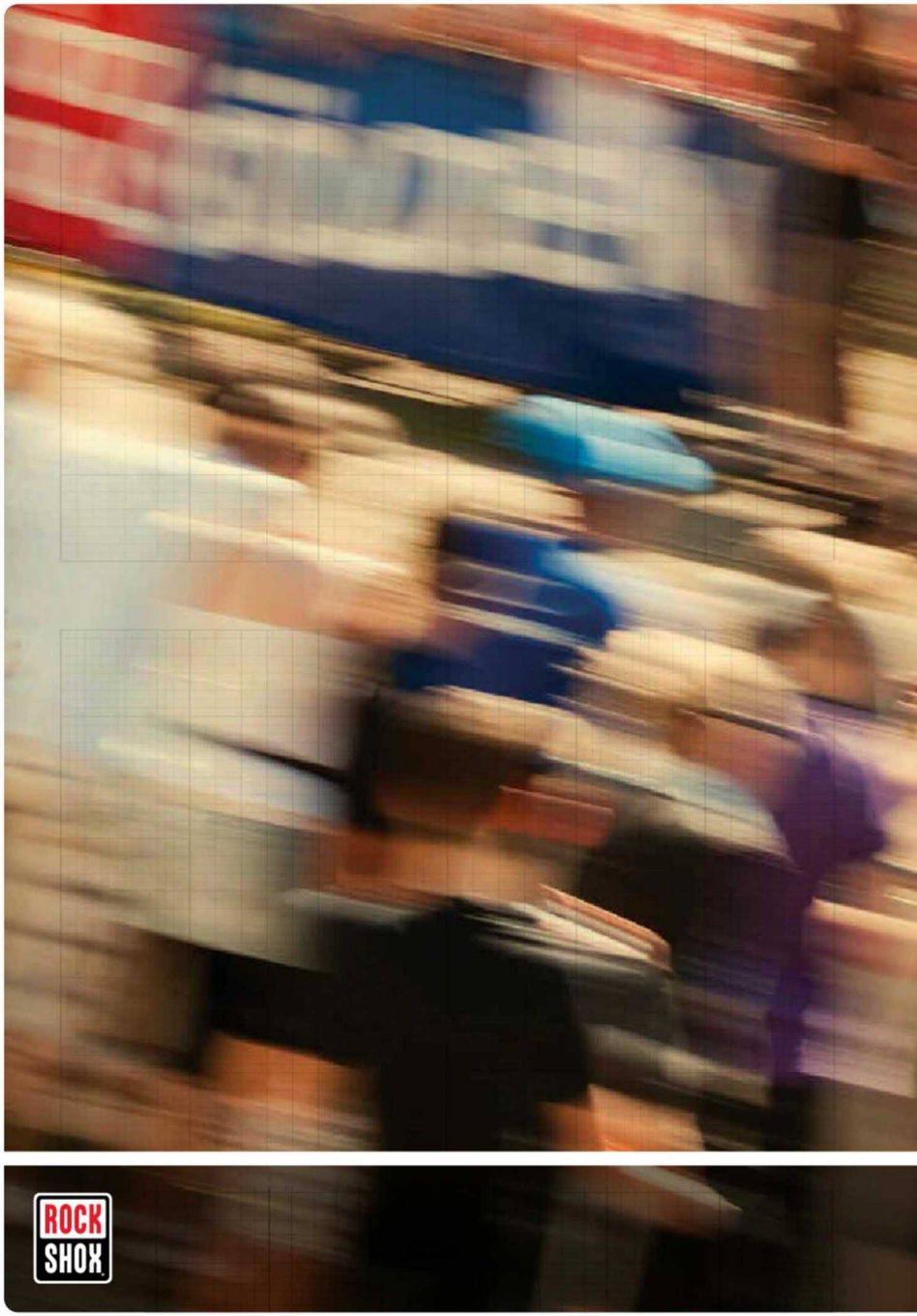



*Based on 165 x 38mm shock size w/standard air can

| PLATFORM | | | | | DAMPING | REBOUND DAMPING | SPRING | ADJUSTMENTS | | | | CHASSIS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MODEL | INTENDED USE | WEIGHT* | HYDRAULIC WITH PTP | HIGH FLOW | SEALED AIR | EXTERNAL RESERVOIR & TUNABLE COMPRESSION | 3 POSITION LOCKOUT | SPRING VOLUME SPACERS | 20MM HOLLOW FORGED ALUMINUM INTRAFIT ARMATURE | OPTIONAL HIGH VOLUME CAN - 190MM | 190MM TEAM ALUMINUM SHAFT |
| MONARCH | RT3 | XC, TR, AM | 2.15g (.47 lb) | • | • | • | • | • | • | • | • | • |
| FEATURING SAG GRADIENTS | RT | XC, TR, AM | 2.10g (.46 lb) | • | • | • | • | | • | • | • | • |
| | R | XC, TR, AM | 2.10g (.46 lb) | • | • | • | • | | • | • | • | • |

*Weight based on 168 x 38mm eye to eye with no mounting hardware / Available Configurations: 152 x 31mm (6.0 x 1.25"), 165 x 38mm (6.5 x 1.5"), 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")


ROCK
SHOX
TRACTION
LIKE YOU NEVER
FELT BEFORE.


ROCK
SHOX






# CROSS COUNTRY

ROCK SHOX

SID

| XX/WC | XX | RLT Ti | RLT |
|---|---|---|---|
| RRP $1599.95 | RRP $1199.95 | RRP $1199.95 | RRP $999.95 |









## SID

### LIFE IS TOO SHORT TO COME IN SECOND.

SID's supremely svelte design puts hill-charging, race-winning lightweight suspension in a stiff 32mm chassis that doesn't flinch when the trail gets tough. Combining the uber-light Dual Air spring with BlackBox Motion Control and the PowerBulge design of the lower legs, SID delivers unparalleled plushness and control in the world of lightweight suspension. Now offered in a brand-spanking new 120mm travel option, with 15mm Maxle Lite option and a lighter 80-100mm chassis. At a slim 1345g for the SID World Cup, you might hear people call you a weight weenie—that is, if they weren't so far behind you.

### New for Model Year 2011

- 2 chassis options: 120mm and 80/100mm travel.
- 15mm Maxle Lite option.
- Tapered steerer offered in all models.
- New Keronite® Grey finish option on World Cup Models saves up to 20 grams.
- New graphics.
- Dual Flow rebound now featured on all models.
- Tapered carbon-fiber crown steerer saves 100 grams.
- New disc brake hose guide.
- New lightweight bushing system.
- Available colors: ● ○ ●



RECOMMENDED REAR SHOCK: MONARCH AND ARIO






| PLATFORM | | | | | DAMPING SYSTEM | | | SPRING | ADJUSTMENTS | | | | | STEERER | CROWN | | UPPER TUBES | LOWERS | | REMOTE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MODEL | INTENDED USE | TRAVEL | WEIGHT (**UNCLUDES REMOTE) | XX MOTION CONTROL | BLACKBIRD MOTION CONTROL | MOTION CONTROL | DUAL FLOW REMOTE | DUAL AIR | EXTERNAL REBOUND, STEPLESS ADJUST | EXTERNAL REBOUND | LOW SPEED COMPRESSION | EXTERNAL LOWOUT/LOCKOUT ADJUST | SPRINGS FOR AIR PRESSURE | ALUMINUM - TAPERED | HOLLOW, 7-PIECE CARBON FIBER CROWN, 1-1/8" OR 1.5 TO 1-1/8" | 7000, 6061 T6 ALUMINUM | 7000, 7050 SERIES STEERER, BALL BEARING, 2-POSITION ANODIZED WITH BLACK CRUSH RINGS | MAGNESIUM, POST-MOUNT DISC BRAKE | OPTIONAL CAMO MICRO-ADJUSTER TUNING WHEEL | WITH OPTIONAL BRAKE BOSS, POST-MOUNT DISC BRAKE | XLOC | PUSH/LOC PUSH/LOC OPTION |
| SID | XX World Cup | XC, TR | 80/100mm or 120mm | 1395g (3.08 lbs)* 1415g (3.11 lbs)* | • | | | • | • | • | | | • | • | | • | | • | • | • | | • | |
| COLORS: BLACK, WHITE, WORLD CUP KERONITE® GREY FINISH OPTION<br>FEATURING: POWER BULGE AIR CURVE 3 SAG GRADIENTS | World Cup | XC, TR | 80/100mm or 120mm | 1345g (2.97 lbs) 1365g (3.00 lbs) | | • | | • | • | • | | | • | • | | • | | • | • | • | | | • |
| | XX | XC, TR | 80/100mm or 120mm | 1495g (3.29 lbs)* 1515g (3.34 lbs) | • | | | • | • | • | | | • | • | • | | | • | • | • | | • | |
| | RLT Ti | XC, TR | 80/100mm or 120mm | 1470g (3.24 lbs) 1490g (3.28 lbs) | | • | | • | • | • | | | • | • | • | | | • | • | • | | | • |
| | RLT | XC, TR | 80/100mm or 120mm | 1460g (3.22 lbs) 1484g (3.27 lbs) | | | • | | • | | • | • | • | • | • | | | • | • | • | • | | • |

*Weight based on 265mm 1 1/8" steerer, except World Cup models / Maximum recommended rotor size: 185mm

ROCK SHOX

# REBA

| XX29" | RLT Ti29" | RLT | RLT 29" |
|---|---|---|---|
| RRP $1199.95 | RRP $1099.95 | RRP $749.95 | RRP $799.95 |









## REBA

### RIDE IT ALL. THEN RIDE IT AGAIN.

Offering XX Motion Control, BlackBox Motion Control, Air U-Turn and 29" options, the Reba is the chameleon of forks; it can be a short-travel climbing machine or 29er's stiff and reliable dream, with plenty of options in between. Reba combines a potent blend of well-rounded performance, a lightweight design and unparalleled tunability on top of a stiff 32mm chassis. This is a relentless trail warrior all the way from the calf-burning climbs to the grin-inducing descents.

### New for Model Year 2011

- New 140/130mm 29" Trail model available with tapered aluminum steerer and 20mm Maxle lite only.
- Updated detented compression adjuster for RLT models.
- New lighter and stiffer Maxle Lite.
- New graphics.
- Available colors: ● ○

RECOMMENDED REAR SHOCK: MONARCH AND ARIO



| PLATFORM | | | | | DAMPING SYSTEM | | | | SPRING | ADJUSTMENTS | | | | | | | STEERER | | CROWN | | UPPER TUBES | LOWERS | | REMOTE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MODEL | INTENDED USE | TRAVEL | WEIGHT (WITHOUT STEERER OR REMOVED) | 3 POSITION COMPRESSION | BLACKBOX MOTION CONTROL | MOTION CONTROL | DUAL FLOW REBOUND | DUAL AIR | AIR U-TURN | OPTIONAL REMOVABLE SPRING UPGRADES | OPTIONAL STEERERS | LOW SPEED COMPRESSION | OPTIONAL REMOVABLE LSC SHIMS | OPTIONAL REMOVABLE HSC SHIMS | OPTIONAL REMOVABLE LSC AND HSC SHIMS | OPTIONAL PRESSURE | ALUMINUM 1 1/8" OR 1 1/2" TAPERED | FORGED DUAL CROWN WITH 15MM MAXLE LITE | FORGED, DUAL CROWN WITH 20MM MAXLE | TOOL-LESS ADJUSTABLE LOW FRICTION SEALHEAD | MAGNESIUM POST MOUNT | OPTIONAL 20MM MAXLE LITE | PLUG | PRESSURE-POPS OR OPTION |
| REBA | XX 29" | XC, TR | 80/100/120mm | 1718g (3.79 lbs)* | • | | • | • | | • | | | • | | | • | | • | • | | • | • | • | | |
| COLORS: BLACK, WHITE | RLT Ti | XC, TR | 80/100/120mm | 1620g (3.57 lbs) | | • | | • | • | | • | | | • | • | | • | • | • | | • | • | • | | • |
| FEATURING: POWER BULGE AIR SLEEVE, TRAVEL GRADIENTS | | | 90 - 120mm | 1702g (3.75 lbs) | | • | | • | | • | • | | | • | • | | • | • | • | | • | • | • | | • |
| | RLT Ti 29" | XC, TR | 80/100/120mm | 1698g (3.74 lbs) | | • | | • | • | | • | | | • | • | | • | • | • | | • | • | • | | • |
| | | | 90 - 120mm | 1780g (3.92 lbs) | | • | | • | | • | • | | | • | • | | • | • | • | | • | • | • | | • |
| | | | 130/140mm | 1869g (4.1 lbs) | | • | | • | • | | • | | | • | • | | • | TAPERED ONLY | | • | • | • | 20MM ONLY | | • |
| | RLT | XC, TR | 80/100/120mm | 1625g (3.58 lbs) | | | • | | • | | | | • | • | | • | | • | • | | • | • | | | |
| | | | 90 - 120mm | 1707g (3.76 lbs) | | | • | | | • | | | • | • | | • | • | • | • | | • | • | | | • |
| | RLT 29" | XC, TR | 80/100/120mm | 1698g (3.74 lbs) | | | • | | • | | | | • | • | | • | | • | • | | • | • | | | • |
| | | | 90 - 120mm | 1780g (3.92 lbs) | | | • | | | • | | | • | • | | • | • | • | • | | • | • | | | • |
| | | | 130/140mm | 1869g (4.1 lbs) | | | • | | • | | | | • | • | | • | | TAPERED ONLY | | • | • | • | 20MM ONLY | | • |
| | RL | XC, TR | 80/100/120mm | 1625g (3.58 lbs) | | | • | | • | | | | • | | • | • | | • | • | | • | • | | | |
| | | | 90 - 120mm | 1707g (3.76 lbs) | | | • | | | • | | | • | | • | • | • | • | • | | • | • | | | • |
| | RL 29" | XC, TR | 80/100/120mm | 1698g (3.74 lbs) | | | • | | • | | | | • | | • | • | | • | • | | • | • | | | • |
| | | | 90 - 120mm | 1780g (3.92 lbs) | | | • | | | • | | | • | | • | • | • | • | • | | • | • | | | • |
| | | | 130/140mm | 1869g (4.1 lbs) | | | • | | • | | | | • | | • | • | | TAPERED ONLY | | • | • | • | 20MM ONLY | | • |

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

29"

ROCK SHOX

## 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 29-inch models for riders who have a penchant for bigger wheels.



Recon Gold



Recon Silver



Tora



Dart



Reba

ROCK SHOX

# RECON

GOLD

RL MSRP $649.95 | TK MSRP $599.95 | TK29" MSRP $549.95











## RECON GOLD

### SET THE PACE WITH THE LIGHTWEIGHT RECON.

With up to 120mm of travel and a 29" option, 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 Gold a singletrack force to be reckoned with.

### New for Model Year 2011

- Tapered steerer offered on all models.
- New graphics.
- 29" option.
- Available colors:

RECOMMENDED REAR SHOCK: MONARCH AND ARIO

| PLATFORM | | | | | DAMPING SYSTEM | | | SPRING | ADJUSTMENTS | | | | | | | STEERER | CROWN | | | UPPER TUBES | LOWERS | OPTIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MODEL | UNDERSEAT | TRAVEL | WEIGHT | MOTION CONTROL | TORQUE | DUAL AIR | COIL | EXTERNAL REBOUND | LOW-SPEED COMPRESSION | LOCKOUT | SPRING VOLUME | SPRING PRELOAD | 3-POSITION | ELASTOMER TOP-OUT & 10-TO-11 SPACERS | TAPERED OVERSIZE | FORGED ROAD 1 1/8 HOLLOW ALUMINUM | FORGED ALUMINUM | 32MM, 2008 STEERER, ROAD 1 1/8 ALUMINUM, DUAL PIVOT CROWN | MAGNESIUM, POST-DISC MOUNT | REMOTE | |
| **RECON GOLD** | RL | XC | 80/100/120mm | 1805g (3.98 lbs) | • | | • | | • | • | • | • | | • | • | • | | | • | • | • | • |
| COLORS: WHITE, BLACK, SILVER, DIFFUSION BLACK, DIFFUSION SILVER | | | 80/100/120mm | 1964g (4.33 lbs) | • | | | • | • | • | • | | • | • | • | • | | | • | • | • | |
| FEATURING: POWER BULGE AIR GUIDES | TK | XC | 80/100/120mm | 1776g (3.92 lbs) | | • | • | | • | | • | • | | • | • | • | | | • | • | • | • |
| | | | 80/100/120mm | 1935g (4.26 lbs) | | • | | • | • | | • | | • | • | • | • | | | • | • | • | • |
| | TK 29" | XC | 80/100mm | 1755g (3.87 lbs) | | • | • | | • | | • | • | | | • | | • | | • | • | • | • |
| | R | XC | 80/100/120mm | 1755g (3.87 lbs) | | | • | | • | | | • | | • | • | • | | | • | • | | |
| | | | 80/100/120mm | 1997g (4.40 lbs) | | | | • | • | | | | • | • | • | • | | | • | • | | |

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

ROCK SHOX

# RECON
SILVER

TK RRP $469.95

R RRP $319.95







## RECON SILVER

### PREMIUM PERFORMANCE PACKAGED FOR THE PEOPLE.

Unmatched in its class for stiffness, performance and value, the Recon Silver makes high-end features accessible to everyday riders. Incorporating external rebound adjustment and the control that comes with 32mm upper tubes, the Recon Silver will take your riding to new places.

### New for Model Year 2011

- Tapered steerer offered in all models.
- New graphics.
- 29" option.
- Available colors:



RECOMMENDED REAR SHOCK: MONARCH AND ARIO

| PLATFORM | | | | | DAMPING SYSTEM | | SPRING | ADJUSTMENTS | | | | | STEERER | CROWN | | | UPPER TUBES | LOWERS | | OPTIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MODEL | UNDERSEAT | TRAVEL | WEIGHT | TURNKEY | SOLO AIR | COIL | EXTERNAL REBOUND | LOCKOUT | SPRUNG VIA AIR PRESSURE | SPRUNG VIA PRELOAD | 1 1/8" STEERER TUBE | TAPERED STEERER TUBE | FORGED ALUMINUM 1 1/8" | FORGED ALUMINUM 1 1/8" & MAGNESIUM ALUMINUM WITH MAGNESIUM CROWN | 32MM HOLLOW FORGED, WAVE STEEL CROWN | MAGNESIUM, POST-DISC MOUNT | 28.6MM MAGNESIUM OPTION | REMOTE | |
| RECON SILVER | TK | XC | 80/100/120mm | 2069g (4.56 lbs) | • | | • | • | • | • | | • | • | • | | | • | • | | • |
| | | | 80/100/120mm | 2228g (4.91 lbs) | • | | • | • | • | | • | • | • | • | | | • | • | | • |
| COLORS: WHITE, BLACK, SILVER, DIFFUSION BLACK, DIFFUSION SILVER | TK 29" | XC | 80/100mm | 2186g (4.82 lbs) | • | • | | • | • | • | | • | • | | • | | • | • | • | • |
| | R | 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 / Maximum recommended rotor size: 210mm

ROCK SHOX

# TORA

TK

PRICE $259.95







## TORA

### FAST AND STRONG, THE TOOL FOR THE TRAILS.

The Tora brings a trail-worthy 120mm coil spring and 29" option to a versatile fork already stacked with sturdy 32mm steel upper tubes, external rebound adjust and efficient damping systems. High-end features, a plush ride and a stiff chassis in a real-world package.

### New for Model Year 2011

- 2 steerer options for 26" model.
- New graphics.
- 4-piece bushing system.
- Pocketed aluminum crown.
- 29" option.
- Available colors:




RECOMMENDED REAR SHOCK: ARIO OR BAR

| PLATFORM | | | | | | DAMPING SYSTEM | SPRING | ADJUSTMENTS | | | | STEERER | | CROWN | UPPER TUBES | LOWERS | OPTIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MODEL | INTENDED USE | TRAVEL | WEIGHT | THRUMEY | COIL | TEST/MAX REBOUND | LOCKOUT | SPRING PRELOAD | 1 1/8 STEEL 1 1/8 - 1 1/2 STANDARD ALUMINUM 1 1/8 - 1 1/2 OPTIONAL | ALUMINUM 1 1/8 STANDARD ALUMINUM MAX RISE OPTIONAL | FORE/AFT 6 & 10MM OFFSET 6 & 10MM OFFSET PLATFORM | 25MM STEM STANDARD SMALL STEEL CAPSCREW | MAGNESIUM POST DISC MOUNT | REMOTE | | |
| **TORA XC** | TK | XC | 80/100/120mm | 2200g (4.85 lbs) | • | • | • | • | • | • | | • | • | • | • | • | |
| COLORS: BLACK, WHITE SILVER, DIFFUSION BLACK, DIFFUSION SILVER | TK 29" | XC | 80/100mm | 2352g (5.19 lbs) | • | • | • | • | | | • | • | • | • | • | • | |
| FEATURING POWER BULGE AIR GUIDES | *Weight based on 265mm 1 1/8" steel steerer, 9mm QR / Maximum recommended rotor size: 210mm | | | | | | | | | | | | | | | | |

ROCK SHOX

# dart

XC

MSRP $199.95







## DART

### CAPABILITY TO TACKLE THE TRAIL AHEAD.

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

### New for Model Year 2011

- New graphics.
- 29" option.
- Available colors:




RECOMMENDED REAR SHOCK: BAR

| PLATFORM | | | | | DAMPING SYSTEM | SPRING | ADJUSTMENTS | | | STEERER | CROWN | UPPER TUBES | LOWERS | OPTIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MODEL | INTENDED USE | TRAVEL | WEIGHT | TURNKEY | COIL | EXTERNAL REBOUND | LOCKOUT | SPRING PRELOAD | STEEL 1 1/8" STANDARD | ALUMINUM 1 1/8" OPTION | FORGED 6061 T-6 ALUMINUM | 7000A, 6150 STEEL, CHROME | MAGNESIUM, POST DISC MOUNT | REMOTE |
| DART | 3: 29" | XC | 80/100mm | 2263g (4.99 lbs) | • | • | • | • | • | • | • | • | • | • |
| COLORS: BLACK, DIFFUSION BLACK, DIFFUSION SILVER, WHITE | 3 | XC | 80/100/120mm | 2223g (4.9 lbs) | • | • | • | • | • | • | • | • | • | • |
| | 2 TK | XC | 80/100/120mm | 2472g (5.45 lbs) | • | • | • | • | • | • | • | • | | • |
| | 2 | XC | 80/100/120mm | 2223g (4.9 lbs) | | • | • | | • | • | • | • | • | | |
| | 1 | XC | 80/100mm | 2495g (5.5 lbs) | | • | | | • | • | • | • | • | | |

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

ROCK SHOX

# ario



ARIO RL

FROM $349.95



ARIO R



ARIO RLR

FROM $399.95

## ARIO

### ULTIMATE EFFICIENCY FOR CROSS COUNTRY AND TRAIL.

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

### Updates for Model Year 2011

- Graphics.

| PLATFORM | | | | DAMPING | SPRING | ADJUSTMENTS | | | | CHASSIS | | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MODEL | INTENDED USE | WEIGHT | HYDRAULIC MOTIVEVP | SOLO AIR | EXTERNAL REBOUND | REMOTE LOCKOUT | LOCKOUT | SPRING PLEASE PRESSURE | 28.6MM HOLLOW FORGED ALUMINUM BOOTY | 30MM ALUMINUM SHAFT | WORKS WITH PUSH-TO-CONNECT OR IFP CABLE HOUSING |
| ARIO | RLR | XC, TR | 210g (.46 lb) | • | • | • | • | | • | • | • | • |
| | RL | XC, TR | 210g (.46 lb) | • | • | • | | • | • | • | • | |
| | R | XC, TR | 205g (.45 lb) | • | • | • | | | • | • | • | |

*Weight based on 165mm eye to eye with no mounting hardware / Available Configurations: 152 x 31mm (6.0 x 1.25"), 165 x 38mm (6.5 x 1.5"), 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")

ROCK SHOX

# bar



BAR R

## BAR

### THE VALUE LEADER.

Combining a Solo Air spring with a large positive air chamber gives the Bar a quality feel on cross country rides.

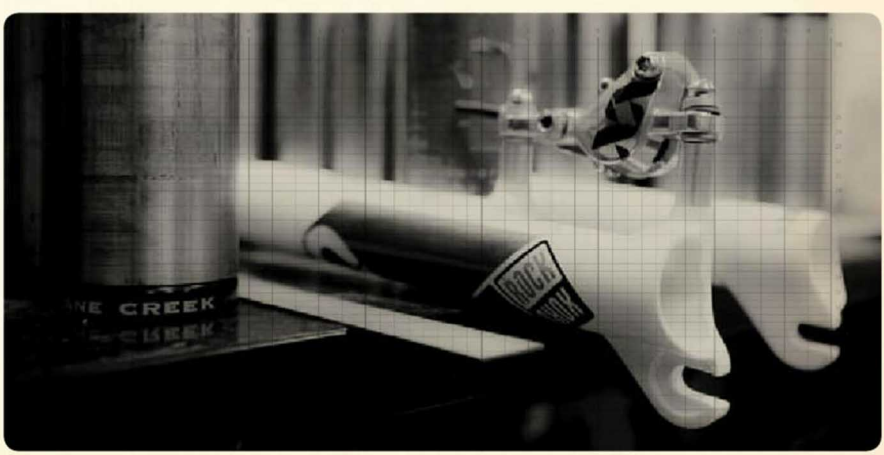
### Updates for Model Year 2011

- Graphics.

| PLATFORM | | | | SPRING | ADJUSTMENTS | | CHASSIS |
|---|---|---|---|---|---|---|---|
| | MODEL | INTENDED USE | WEIGHT | SOLO AIR | EXTERNAL REBOUND | STPRINGTHAN PRESSURE | 25MM FORGED 6061-T6 ALUMINUM BODY |
| BAR | R | XC, TR | 260g (.57 lb) | • | • | • | • |

*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")








Avid
DAKINE
www.avidbike.com



code XX XO ELIXIR juicy

# BRAKES THAT HELP YOU FLY.™

Sure, brakes stop your bike, but at Avid, our goal is to help you fly. Whether you're blazing down a hill, picking your way through a rock garden, or bobbing and weaving through the trees, nothing helps you go faster than knowing you're in control.

And no one puts you in control like Avid.

Our job is to give you brakes that operate so predictably and effortlessly that you forget about your brakes and enjoy the ride – and no company in mountain bike brake history has had more success in creating awesome rides.

Braking is a nuanced art. Brakes are feathered and tapped, grabbed and squeezed; they scrub speed and stop you right before the tree that appeared out of nowhere. In the art of braking, it's the little touches that make the big differences. At Avid, we're very proud to be the innovators in every small detail of brake design. We're honored to be the ones that every other company chases. Our competition makes us better, and every time we push ourselves ahead of the pack, it's your ride that wins. And we like that.

COMPETITION MAKES US BETTER


| | |
|---|---|
| TECHNOLOGY 101 | 208 |
| CODE - CODE R | 210 |
| XX - XX WORLD CUP | 212 |
| XO | 214 |
| MATCHMAKER | 216 |
| ELIXIR CR - ELIXIR R | 218 |
| ELIXIR 5 - ELIXIR 3 - JUICY 3 | 220 |
| ROTORS | 222 |
| BALLBEARING DISC BRAKES | 223 |
| SHORTY | 224 |
| LEVERS AND RIM BRAKES | 225 |
| ACCESSORIES | 226 |
| TECH TUNING TIDBITS | 227 |
| SETUP GUIDE | 228 |
| SPECIFICATIONS | 230 |

# AVID TECHNOLOGY 101

**WHEN WE SET OUT TO DESIGN THE BEST DISC BRAKES IN THE WORLD, WE KNEW THAT SIMPLE STOPPING POWER WASN'T GOING TO BE ENOUGH. THE BEST BRAKE WOULD ALSO HAVE TO WORK IN PERFECT HARMONY WITH YOUR HAND, GIVE YOU PRECISE CONTROL AND BE EASIER TO INSTALL THAN A VIRUS ON YOUR PC. MISSION ACCOMPLISHED. HERE ARE SOME HIGHLIGHTS:**

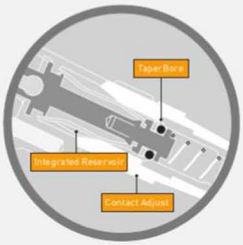
KEY

| ROAD | CROSS COUNTRY | TRAIL | ALL-MOUNTAIN | FREERIDE | DOWNHILL |
|---|---|---|---|---|---|




### TAPERBORE™ TECHNOLOGY

The term "TaperBore" refers to the unique patent-pending closure system in our XX, XO, Elixir and Code levers. It saves weight, looks super-sleek, improves lever feedback and, most importantly, gives you more power and control.







### DEEP STROKE MODULATION

There's a fine line between braking hard and braking so hard that you lose traction. Deep Stroke Modulation allows riders to perfectly navigate that line and control even the most powerful brakes with finesse.




### CONTACT POINT ADJUSTMENT

We're proud to be the company that invented this feature before people even knew how much they needed it. Contact Point Adjustment allows you customize the point in a lever's throw where the brake actually engages.

Contact Point Adjustment is not just a reach adjuster (although all of our levers have that, too). Whether you prefer the modulation of a longer throw, the instantaneous power of a short throw, or any of the zillion options between, this feature will help you dial in the perfect ride for you.




### POWER RESERVE GEOMETRY™

At the end of the day, a brake lever simply multiplies the force your hand generates (just like a nut cracker). Avid's Power Reserve Geometry represents a way of thinking about the physics of leverage and your hand's comfort. 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 and an arc that's closer to your fingers' natural motion, and delivers more force to the brake. The coolest 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 and adjust. With Avid's Tri-Align Caliper Positioning System, aligning the caliper to the rotor literally takes seconds. Just loosen the CPS™ bolts a little, and then squeeze the brake lever while retightening the bolts. Perfect caliper alignment – just like that.




### BEND ZONE

Crashes happen – that's why we developed the Bend Zone. During a powerful hit – one that would break a normal lever – Bend Zone allows the lever to flex, saving the lever body from massive carnage. Not only will you be able to ride out of the woods without resorting to Flintstone-style braking, you won't even have to get a new lever body.







**INTEGRATED RESERVOIR**
With TaperBore Technology, we've integrated the reservoir and master cylinder on our hydraulic disc-brake levers to create a super-sleek (and even lighter) lever design.




**DOT 5.1**
Heat is an enemy of any braking system, so advancements in heat management mean advancements in your ride. We found that in our systems DOT 5.1 takes almost 3 times longer to boil than DOT 4, thus allowing flawless fade-free performance in even more extreme conditions.

## PERFECT POWER: A TWO-PART EQUATION

The first part of Avid's incredible stopping power is our hallmark Power Reserve Geometry. We locate the lever's 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 our 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.




**REACH ADJUST**
When one finger has the power to control your ride, adjusting the levers to perfectly match your unique hands is seriously important – that's why you'll find Reach Adjust on all Avid levers.




**TOOL-FREE REACH ADJUST**
All the adjustability of Reach Adjust without having to dig into your tools. Bring your levers in or dial them out – a few turns of a dial are all it takes with Tool-Free Reach Adjust.




**TOP-LOADING PADS**
When the only thing between you and the trail is bike maintenance, every second matters. With our top-loading pads, new disc-brake pads can be installed without taking off the wheel, working under the caliper, or doing any upside-down pad juggling, so you'll be ready to ride that much quicker.




**TWO-PIECE ROTOR SYSTEM**
The two-piece design of the CleanSweep X combines light weight and high performance into one sleek rotor so stiff the sound of it working is silence. It just happens to be dead sexy, too.




**SPEED DIAL®**
Our patented Speed Dial leverage adjustment system puts the ability to change the cable's leverage point into an easy-to-adjust knob on the front of the lever. You don't have to be an engineer to dial in the perfect balance between power and modulation. By turning the Speed Dial knob, you can precisely choose the feel you want anytime, anywhere – and without any tools.

## DEADBAND

Deadband is the distance your brake lever travels before the brake pad makes contact with the rotor. With a "long deadband," the brake lever is pulled farther before the brake engages, whereas a "short deadband" refers to a short pull before engagement. Deadband is all about personal preference, so we made adjusting deadband a snap through our unique Contact Point Adjustment feature. If your particular brake model doesn't have Contact Point Adjustment, try the Tech Tuning Tidbits.

code




SHINY NEW

# PART F1.

# PART GENERAL LEE.

Gravity has met its match. Code™ set the standard for freeride and downhill, and now with a full redesign, Code is about to blow those standards out of the water. With the introduction of TaperBore™ Technology and a sleek new integrated reservoir, you have more control than ever...at a weight that will make your jaw drop (and help your bike fly). At a super-svelte 410 grams, these brakes are dead-sexy, tough as hell and always ready to go; it's like the dirt Gods created a perfect mate just for your bike. With the ability to create the perfect feel through Contact Point Adjustment, Code gives you the power to go faster. The beefy four-piston caliper and the finesse that comes with deep-stroke modulation make Code the difference between cleaning it – and eating it.

code

| | |
|---|---|
| INTENDED USE | AM / FR / DH |
| WEIGHT | 410 grams |
| FEATURES | Tool-Free Contact and Reach Adjust |
| LEVER | TaperBore Lever with integrated reservoir; 3-cartridge bearing lever pivot; Aluminum |
| CLAMP | Split Clamp; MatchMaker™ compatible |
| CALIPER | Dual-Diameter Four piston caliper |
| PAD TYPE | Organic; top-loading |
| ROTOR | G3 ClearSweep™ 160 / 185 / 203mm |
| FINISH | Ano Grey, Lever: Black |




Code R

SHINY NEW

# BRINGING POWER TO THE PEOPLE.

Code's little brother just got tougher. With an all-new forged dual-diameter four-piston caliper, Code R offers increased power without compromising control or feel. With a simplified design to make it a little easier on the wallet, Code R maintains the Code family values of reliability, strength and ridiculously easy serviceability. Now featuring the fade-free braking of TaperBore Technology and the sleek yet oh-so-powerful integrated reservoir on top of Avid's proven Power Reserve Geometry™, the Code R will make you think before you call this brake anyone's "little" brother.

## CODE R

| | |
|---|---|
| INTENDED USE | Trail / AM / FR |
| WEIGHT | 395 grams |
| FEATURES | Tool-Free Reach Adjust |
| LEVER | TaperBore Lever with integrated reservoir, 3-cartridge bearing lever pivot, Aluminum |
| CLAMP | Split Clamp, MatchMaker compatible |
| CALIPER | Dual-Diameter Four piston caliper |
| PAD TYPE | Organic, top-loading |
| ROTOR | G3 CleanSweep™ 160 / 185 / 203mm |
| FINISH | Body and Caliper: Graphite Grey, Lever: Aluminum |






# THE DIFFERENCE BETWEEN FAST AND FIRST.

If you're going to be the brake component in the most advanced cross-country group ever, you have to be remarkable. Meet XX and its new shockingly light brother, XX World Cup. Both incorporate two-piece forged magnesium calipers, carbon fiber lever blades, MatchMaker™ X compatibility, sexy CleanSweep X rotors and, of course, the stopping power and precise control of TaperBore™ technology. And if you're on the ride where every gram counts, the XX World Cup drops an additional 9 grams by dropping Contact Point Adjustment. Either XX takes any true XC machine to the next level.





XX



XX World Cup

XX / XX World Cup

| | |
|---|---|
| INTENDED USE | XC / Trail Only |
| WEIGHT | 288 grams / XX World Cup 279 grams |
| FEATURES | Highest Performance in sub 300 gram class, New detented Tool-Free Contact Adjust (XX only), New tool-free lever replacement, Tooled Reach Adjust, Adjustable Banjo |
| LEVER | TaperBore Lever with integrated reservoir, Optimized Elixir Lever Technology, Carbon Fiber |
| CLAMP | U-Clamp, MatchMaker X compatible |
| CALIPER | Two-piece caliper with top-loading pads |
| PAD TYPE | Organic, top-loading with aluminum backing plate |
| ROTOR | CleanSweep™ X 160 / 185mm (140mm rotor available for rear only) |
| FINISH | XX Body and Caliper: Safety Silver, Lever: Carbon Fiber / XX World Cup Body and Caliper: Obsidian Black, Lever: Carbon Fiber |

# FEEL THE POWER.
# LOVE THE FEEL.

Since its inception, XO has made a name for itself as the top line in precise and reliable shifting. Now Avid is introducing the first brake that has ever had the distinction of the XO name – not to mention the versatility, intuitive design, and sexy good looks that come with it. This full-featured brake can stop on a dime or be feathered with precision you have to feel to believe. At only 333g, XO packs all the power and control you have come to expect from the Avid Elixir™ line of brakes into a trim and slim package tough enough for any trail surprises. All-new forged aluminum calipers and lever bodies deliver robust power at a fraction of the weight, and with detented tool-free Contact Point Adjustment, you're just a few clicks from your perfect ride.





XO Black/Red



XO Black/Blue



XO Black/Black

XO

| | |
|---|---|
| INTENDED USE | XC / Trail / AM / FR |
| WEIGHT | 333 grams |
| FEATURES | New Detented Tool-Free Contact Point Adjust; Tooled Reach Adjust |
| LEVER | TaperBore™ Lever with integrated reservoir, Full forged aluminum lever body and caliper, Carbon Fiber |
| CLAMP | MatchMaker™ X compatible |
| CALIPER | Two-piece caliper with adjustable banjo |
| PAD TYPE | Organic, top-loading with aluminum backing plate |
| ROTOR | G3 CleanSweep™ 160 / 185 / 203mm (140mm rotor available for rear only) |
| FINISH | Body and Caliper: Black Onyx featuring XO family Match Graphics: Black/Gold, Black/Red, Black/Blue, Black/Black, Lever: Carbon Fiber |




# A DREAM COME TRUE

# MATCHMAKER™

Save weight and eliminate handlebar clutter with MatchMaker Clamps. They hold Avid levers, SRAM triggers and RockShox controls, all with one tidy, light, clamp—a dream come true for handlebar real-estate conservationists the world over. Available in two versions: MatchMaker X accommodates hydraulic RockShox lockout controls and is compatible with XX and XO brakes. Standard MatchMaker is also available and works with any split-clamp design and RockShox PushLoc™ lockout. Once again Avid brings attention to the small details that make big differences.



MatchMaker X integrated with RockShox XLoc



MatchMaker X



MatchMaker with PushLoc



MatchMaker




Elixir CR

# CONTROL. AT YOUR FINGERTIPS.

The C in CR doesn't actually stand for "control," but it might as well. With our unique TaperBore™ Technology and optional carbon blade, the CR is lighter and more powerful than ever. With features that let you customize your ride, like tool-free Contact Point Adjustment and reach adjustment, it takes seconds to turn our Elixir™ CR into your Elixir CR.

**ELIXIR CR**

| | |
|---|---|
| INTENDED USE | XC / Trail / AM / FR |
| WEIGHT | 375 grams |
| FEATURES | Updated internals, Tool-Free Contact and Reach Adjust |
| LEVER | TaperBore Lever with integrated reservoir, Carbon Fiber |
| CLAMP | Split Clamp, MatchMaker™ compatible |
| CALIPER | Two-piece caliper with adjustable banjo |
| PAD TYPE | Sintered, top-loading |
| ROTOR | G3 CleanSweep™ 160 / 185 / 203mm (140mm rotor available for rear only) |
| FINISH | Body and Caliper: Black Onyx or X.9 Color Match: Grey/Black, White/Black, Red/Black, Lever: Carbon Fiber |






Elixir R

# PURE. SIMPLE. PERFORMANCE.

Pure, simple performance is what you can expect with the Elixir R. It features TaperBore Technology, tool-free reach adjustment, Power Reserve Geometry™, Tri-Align™ Caliper Positioning System and drip-free bleeding just like the CR. The only bell or whistle we opted out of is Contact Point Adjustment.

## ELIXIR R

| | |
|---|---|
| INTENDED USE | XC / Trail / AM / FR |
| WEIGHT | 375 grams |
| FEATURES | Tool-Free Reach Adjust |
| LEVER | TaperBore Lever with integrated reservoir, Aluminum |
| CLAMP | Split Clamp, MatchMaker compatible |
| CALIPER | Two-piece caliper with adjustable banjo |
| PAD TYPE | Sintered, top-loading |
| ROTOR | G3 CleanSweep 160 / 185 / 203mm \|140mm rotor available for rear only\| |
| FINISH | Body and Caliper: Gloss Black, White or X.7 Color Match Storm Grey, Lever: Aluminum |



ELIXIR




Elixir 5

# WHEN THE FUTURE IS UNKNOWN, GOOD BRAKES ARE PRICELESS.

Elixir™ 5 offers the same ride quality as higher-end Elixirs, in a simpler package. With features like our modulation-enhancing TaperBore™ Technology, powerful two-piece caliper design and easy access tooled reach adjust, this brake offers the best power and control in its class. When what's around the bend remains to be seen, the Elixir 5 is like having a handlebar-mounted Miss Cleo.

ELIXIR 5

| | |
|---|---|
| INTENDED USE | XC / Trail / AM / FR |
| WEIGHT | 392 grams |
| FEATURES | Tooled Reach Adjust |
| LEVER | TaperBore Lever with integrated reservoir, Aluminum |
| CLAMP | Split Clamp, MatchMaker™ compatible |
| CALIPER | Two-piece caliper |
| PAD TYPE | Organic, top-loading |
| ROTOR | G3 CleanSweep™ 160 / 185 / 203mm (140mm rotor available for rear only) |
| FINISH | Body and Caliper: White or Gloss Black, Lever: Tungsten Grey |

# THE JUICE IS DEFINITELY WORTH THE SQUEEZE.

Juicy® power and Avid dependability combine in this classic brake – the beautifully simple Juicy 3. Leverage your power with Power Reserve Geometry™, and keep your ride perfectly dialed with our Tri-Align™ Caliper Positioning System.




Juicy 3




Elixir 3

SHINY NEW

# POWER, PERFORMANCE AND VALUE: CHOOSE ALL THREE.

With features that matter, the Elixir 3 offers ambidextrous levers complete with our standout TaperBore Technology and convenient tooled reach adjust. Being able to choose from two different colors and use the adjustable rear banjo to route your housing like the pros, well, that's just cool. Not all pockets are deep, which is why we don't consider things like comfort, control and reliability "features" – to us, these are rights of every Avid owner.

## ELIXIR 3

| | |
|---|---|
| INTENDED USE | XC / Trail / AM / FR |
| WEIGHT | 405 grams |
| FEATURES | Tooled Reach Adjust |
| LEVER | TaperBore Lever with integrated reservoir, Aluminum |
| CLAMP | Split Clamp, MatchMaker compatible |
| CALIPER | Two-piece caliper, optional adjustable rear banjo |
| PAD TYPE | Organic, top-loading |
| ROTOR | G3 CleanSweep 160 / 185 / 203mm (140mm rotor available for rear only) |
| FINISH | Body and Caliper: White or Grey; Lever: Tungsten Grey |

## Juicy

| | |
|---|---|
| INTENDED USE | XC / Trail / AM |
| WEIGHT | 404 grams |
| FEATURES | Tri-AlignCaliper Positioning System, Power Reserve Geometry, Tool-free pad replacement, Drip-free bleeding |
| LEVER | Reservoir with timing ports, Aluminum |
| CLAMP | Split Clamp |
| CALIPER | Two-piece caliper |
| PAD TYPE | Organic, top-loading |
| ROTOR | G2 CleanSweep 160 / 185 / 203mm (140mm rotor available for rear only) |
| FINISH | Body and Caliper: White or Black, Lever: Aluminum |

# THE POWER STARTS HERE.

With a unique design that helps keep dirt and grime from mucking up your ride, our CleanSweep™ rotors provide the power you need in the lightweight package you want.



**CLEANSWEEP X**
AL-7075-T6 and stainless steel.
Available in 140/160/185mm
(XX Disc brakes)



**CENTER LOCK CLEANSWEEP X**
Available in 140/160/185mm



**G3 CLEANSWEEP ROTOR**
Available in 140/160/185/203mm
(Elixir and Code disc brakes)



**CENTER LOCK G3 CLEANSWEEP ROTOR**
Available in 160/185mm



**G2 CLEANSWEEP ROTOR**
Available in 140/160/185/203mm
(Juicy and BB disc brakes)



# THERE'S POWER IN SIMPLICITY.

BB



For years now, the ball bearing disc brakes have been a favorite among riders who want control, durability, dependability and piece-of-cake adjusting. 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 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.

## BB7_MTN

| | |
|---|---|
| INTENDED USE | XC / Trail / AM |
| WEIGHT | 329 grams |
| FEATURES | Tri-Align™ Caliper Positioning System™, Forged two-piece caliper design, Dual-knob pad adjustment, Tool-free pad replacement |
| ROTOR | G2 CleanSweep™ 160 / 185 / 203mm (140mm rotor available for rear only) |
| FINISH | Graphite Grey |



## BB5 M

| | |
|---|---|
| INTENDED USE | XC / Trail / AM |
| WEIGHT | 335 grams |
| FEATURES | Tri-Align Caliper Positioning System, Monoblok™ caliper design, Inboard knob-pad adjustment, Tool-free pad replacement |
| ROTOR | G2 CleanSweep 160 / 185 / 203mm (140mm rotor available for rear only) |
| FINISH | Satin Black |

### 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_ROAD

| | |
|---|---|
| INTENDED USE | Road |
| WEIGHT | 329 grams |
| FEATURES | Tri-Align Caliper Positioning System, Forged two-piece caliper design, Dual-knob pad adjustment, Tool-free pad replacement |
| ROTOR | G2 CleanSweep 160 / 185 / 203mm (140mm rotor available for rear only) |
| FINISH | Platinum |



## BB5 R

| | |
|---|---|
| INTENDED USE | Road |
| WEIGHT | 335 grams |
| FEATURES | Tri-Align Caliper Positioning System, Monoblok caliper design, Inboard knob-pad adjustment, Tool-free pad replacement |
| ROTOR | G2 CleanSweep 160 / 185 / 203mm (140mm rotor available for rear only) |
| FINISH | Platinum |

SHINY NEW

# WHEN GOOD BRAKES AREN'T GOOD ENOUGH.

SHORTY ULTIMATE

That noise you hear is the cheer of every cyclocross, tandem, recumbent and sticker-laden courier bike rider in the world. Finally, a brand-spankin'-new, better-than-ever brake...the new Shorty™ Ultimate. Our in-line cable adjustor puts an end to the days of needing three hands to set up and adjust your brakes. Want a firmer feel? Need to move the pads in or out a bit? Now you can do it all one-handed, while straddling the bike and eating a pastrami sandwich. Because the difference between good brakes and great brakes is in the details, we've added a new cable quick-release that makes popping off your wheel effortless.



Shorty Ultimate Black Narrow



Shorty Ultimate Narrow



Shorty Ultimate Wide

SHORTY ULTIMATE

| | |
|---|---|
| INTENDED USE | Road / Cyclocross |
| WEIGHT | 115 grams per wheel |
| FEATURES | All-new design, Adjust to wide stance (mud clearance) or narrow stance (power), In-line cable adjuster and quick-release CNC precision |
| LEVER | Road |
| PAD TYPE | Standard road cartridge |
| FINISH | Black/Red, Zephyr Grey Anodized |

# LEVERS

The squeeze of our levers is what dreams are made of (and you know which dreams we're talking about). Most of our levers can be swapped to be run either front or rear, which is convenient if you like to your brakes reversed, and a godsend if you bust a lever in the middle of the woods. Avid levers are easy to install, simple to set up, and a pleasure to pull.



Speed Dial® Ultimate



Speed Dial 7



Speed Dial SL



FR-5 (Also available in black)

# RIM BRAKES

Who says you can't improve on a classic? Avid takes rim brakes to a new level, combining classic power with technologies that make installation and adjustment so easy your kids, and even your parents, could do it. Rim brakes have been stopping wheels for over a hundred years, but Avid has added details so inspired, it's hard to believe no one thought of them before now.



Shorty 6



Single Digit® Ultimate



Single Digit 7



Shorty 4



Single Digit SL



Single Digit 5

# ACCESSORIES

Perfection is in the details. At Avid, we're riders first. We understand that a brake bleed gone wrong can ruin a ride and that handlebar real estate is priceless. We know that the more we think about the details, the better your ride will be.



AVID HYDRAULIC BRAKE LINE



TORX WRENCH, CROW'S FOOT



HYDRAULIC LINE CUTTER



MATCHMAKER™ X, MATCHMAKER



DRIP-FREE BLEED KIT



RIM WRANGLER™ AND SHORTY™ PADS



REPLACEMENT PAD INSERTS



DISC BRAKE MOUNTING BRACKETS



DISC BRAKE PADS

# 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 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 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.

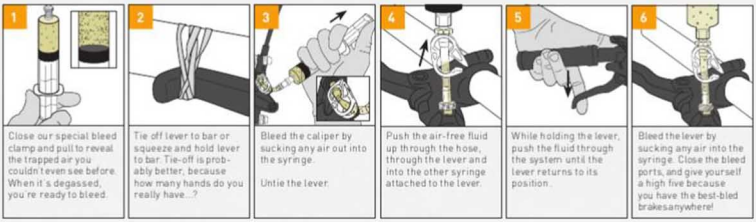
7. Install the wheel back onto the bicycle and firmly squeeze the lever approximately 10 times to reset the pads; check for any leaks around the bleed port. Now there should be more deadband and less pressure in the system. If there is still excessive pressure after completing this procedure, perform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

| 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 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 ruins seals and brake performance.

# 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**.



# 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.

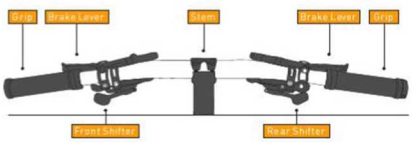
If you follow the extremely simple steps described below, you can set up your bike's cockpit just like the pros do. You'll be amazed by the difference it'll make.

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 to take advantage of all of Avid's features, resulting in less fatigue, more power, more control and ultimately a much better ride!

## 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 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.

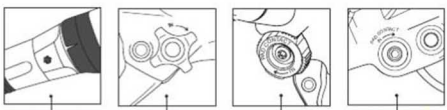
**Note:** This setup means that most often you'll use one finger to brake, which may be new to you. Rest assured, this is the right way to go. Using one finger to brake allows the others to keep a firm grip on the handlebar. When Avid brakes are set up in this fashion, you will have all the braking power 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: CONTACT POINT ADJUSTMENT




If you are the lucky owner of an Avid brake with 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. 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 contact is right where your hand feels strongest in your grip.



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

**Note:** The 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:** 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!

# TRUVATIV

# TRUVATIV TECHNOLOGIES




## GXP

### EXTERNAL BOTTOM BRACKET

**BEARING LIFE**
Our new Gutter Seal system takes a two-stage approach in directing contaminates away from the bearings.

**EFFICIENCY**
GXP's new Gutter Seal design reduces friction, creating 35% less drag than the 2010 GXP BB, which improves rider feel and performance.

**USER FRIENDLY**
Deeper installation tool grooves provide stability and support while applying torque to the adapter cups.

**WEIGHT**
Our new design and material choice have dropped 15g out of our GXP BBs.




## HOWITZER

### EXTERNAL EXTREME USE INTERFACE

Hit me, beat me, hurt me. Thank you. The Howitzer Bottom Bracket System is purpose-built for freeride and downhill abuse, with CNC machined AL-6061 cups, a chromoly spindle and extreme strength throughout. Oversized cartridge bearings produce a super durable external BB system that's also agile. You can even switch bikes but keep your favorite cranks by getting a Howitzer BB that fits your new ride.




## OCT

### OPEN CORE TECHNOLOGY

A single mass of premium alloy is pushed, pulled and squeezed into a hollow crank arm. Result? Supreme strength without the tank-like weight. We weren't the first to fabricate hollow crank arms. But we're the best. You won't find a higher stiffness-to-weight ratio. Our Open Core Technology cranks are stiffer, stronger and lighter weight than any solid forged crankset.




## AL-7050-TV

### THE SUPER ALUMINUM

Our AL-7050-TV aluminum isn't just strong. It's benchmark strong — 75% stronger than the 6061 aluminum commonly used at this level. Impressive in its raw state, AL-7050-TV ups the ante to bulletproof status through the extrusion, forging and heat-treatment processes that create our pro-level Holzfeller OCT, Holzfeller, Omnium, Rouleur and Stylo components. It's why our Holzfeller OCT crankset gives you double the pedal thread and BB interface strength of AL-6061-T6 cranks. AL-7050-TV. Benchmark stiff. Benchmark strong.




## X GLIDE

X-Glide is the common denominator that gives our 2X10 & 3X10 chain rings unmatched shifting performance. Four identical upshift locations, ready to be picked up by any outer link. Result? Perfect timing, almost instantaneous shifts, up or down, even under load.




## POWERGLIDE CHAINRING TECHNOLOGY

Starting out with raw 7075-T6 alloy plate, we stamp, coin and CNC the rings to create a precise shifting whole. Coining shapes tooth profiles into designs CNC alone can't match, creating a stronger tooth by strain-hardening the alloy for superior durability. Stainless steel pickup pins give shifting longevity. Chainring-specific finishing technologies and laser graphics add durability and appeal.

## OVERDRIVE

One is greater than two. The planetary gear mechanism at the heart of Truvativ's new front transmission works like a single chainring with the strengths of the 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. Turn the pedal once and the chainring goes around once. In Overdrive, the ratio is approximately 1:1.6. Turn the pedal once and the chainring goes around about 1.6 times.



# SRAM2XIO

## CRANKSETS




XX

The very first 2X10 group in mountain biking delivers unparalleled shifting performance at an incredibly light weight. X-Glide™ technology incorporated into the chainrings equals a front shift that 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. This is XX.

- **INTEGRATED CARBON COMPOSITE/ALUMINUM SPIDER CONSTRUCTION**
- **26-39, 28-42 AL-7075-T6 CHAINRINGS**
- **OPTIMIZED FOR SRAM PC 1090 OR PC 1090R CHAINS**
- **BB: GXP, PRESS FIT GXP, BB30 AND PRESS FIT 30**
- **WEIGHT: 694G W/ BB30, 754G GXP W/BB**








## XO

Tap into the legendary performance of XO. Take advantage of XX technologies like X-Glide shifting and wide-range 2X10 gearing. Ride anywhere and feel the unmistakable quality of Truvativ's newest, most versatile carbon composite crank.

- AVAILABLE IN 2X10 AND 3X10
- ALL-NEW UNIDIRECTIONAL CARBON FIBER ARMS
- 26-39, 28-42, AND 22-33-44 X-GLIDE ALUMINUM CHAIN RINGS
- BB: GXP, PRESS FIT GXP, BB30 AND PRESS FIT 30
- COLORS: RED, BLUE, BLACK, GOLD
- WEIGHT: 788G GXP W/ BB

COLORS








## X9

No matter what you throw at it, SRAM X9 keeps coming back for more. The all-new X9 crank puts the SRAM 2X10 unrivaled shift speed and smoothness within easy reach of racers and experienced enthusiasts alike.

- AVAILABLE IN 2X10 AND 3X10
- X-GLIDE SHIFTING TECHNOLOGY
- 26-39, 28-42, 22-33-44 X-GLIDE ALUMINUM CHAIN RINGS
- HOLLOW FORGED CRANK CONSTRUCTION
- FORGED ALUMINUM SPIDER
- BB: GXP, PRESS FIT GXP, BB30 AND PRESS FIT 30
- 3 COLORS AVAILABLE: WHITE, RED AND GREY
- WEIGHT: 881G GXP W/ BB

COLORS






TRUVATIV



# CROSS COUNTRY

TRUVATIV

CROSS COUNTRY COLLECTION

# CROSS COUNTRY



## noir 3.3 TEAM GXP

**HANDLE ANYTHING AND LOOK GOOD DOING IT.**

- UNIDIRECTIONAL CARBON FIBER W/ FORGED ALLOY SPINE
- **NEW** GXP BOTTOM BRACKET SYSTEM FEATURING GUTTER SEAL TECHNOLOGY
- AL-7075-T6 CHAINRINGS
- GXP LITE SPINDLE
- GXP TEAM BB
- COLORS: NCRB (NATURAL CARBON), REDWIN (RED), NUGGET (GOLD)
- WEIGHT: 795G (3.3), 730G (1.1) W/BB

*ALSO AVAILABLE*

- THE NOIR 1.1G FOR SINGLE-SPEED APPLICATIONS



## STYLO OCT 3.3 GXP OCT

**WITH OPEN CORE TECHNOLOGY.**

- OCT DROPS WEIGHT, INCREASES STRENGTH AND STIFFNESS
- **NEW** GXP BOTTOM BRACKET SYSTEM FEATURING GUTTER SEAL TECHNOLOGY
- 7075-T6 ANODIZED TUNGSTEN GREY ALLOY CHAIN RINGS
- COLORS: MIRROR BLACK, SUPER ALUMINUM
- MATERIAL: AL-6061
- WEIGHT: 835G (3.3), 805G (1.1) W/BB

*ALSO AVAILABLE*

- THE STYLO OCT 1.1G FOR SINGLE-SPEED APPLICATIONS



## FIREX 3.3 GXP

- FORGED AL-6066 ARMS
- **NEW** GXP BOTTOM BRACKET SYSTEM FEATURING GUTTER SEAL TECHNOLOGY
- AL-7075-T6 CHAINRINGS
- COLORS: BLACK BLAST, MIRROR BLACK
- GXP BB SYSTEM
- FIREX 3.3TM MODEL FEATURES A 4MM 44T RING
- WEIGHT 925G (W/BB)



## TRUVATIV E400

**HIGH END LOOKS.**

- FORGED CRANK ARMS
- REPLACEABLE HEAT-TREATED STEEL CHAINRINGS
- 8- AND 9-SPEED KITS
- POWER SPLINE AND SQUARE TAPER VERSION INTERFACES AVAILABLE
- COLORS: PITCH BLACK, AERO GREY
- WEIGHT: 715G

*ALSO AVAILABLE*

- SINGLE-SPEED AND TREKKING VERSIONS





## NOIR WORLD CUP RISER POST

**PERFORMANCE WORTHY OF ITS NAME.**

- FILAMENT-WOUND CARBON WITH UNIDIRECTIONAL CARBON BUTTING
- OFFSETS: 0MM AND 25MM (DOUBLE BOLT ADJUSTMENTS)
- 350MM AND 400MM LENGTHS
- 27.2MM, 30.9MM AND 31.6MM DIAMETERS
- FORGED ALLOY, 6-4 TITANIUM BOLTS
- COLORS: TUNGSTEN GREY ANODIZED HEAD, NATURAL CARBON, COLORED GRAPHICS
- WEIGHT: AVERAGE 225G

## NOIR WORLD CUP RISER BAR

**AGGRESSIVELY LIGHT RACE BAR WITH COMFORTABLE RISE.**

- UNIDIRECTIONAL CARBON FIBER
- WIDTH: 640MM
- RISE OPTIONS: 15MM AND 30MM
- 9 DEGREE BACKSWEEP / 5 DEGREE UPSWEEP
- 31.8MM BAR CLAMP DIAMETER
- WEIGHT: 145G (15MM RISE)

**ALSO AVAILABLE**

- NOIR TEAM RISER BAR, NOIR RACE RISER BAR, NOIR WORLD CUP FLAT BAR






## STYLO WORLD CUP RISER BAR

**THE PERFECT BALANCE OF WEIGHT AND STRENGTH.**

- BUTTED AL-7050-TV
- COLORS: TUNGSTEN GREY, BLACK ANODIZED, SNO WHITE
- WIDTHS: 620MM AND 680MM
- RISE OPTIONS: 15MM AND 25MM
- 9 DEGREE BACKSWEEP / 5 DEGREE UPSWEEP
- 31.8MM BAR CLAMP DIAMETER
- WEIGHT: 235G (620MMXR15MM) 245G (680MMXR15MM)

**ALSO AVAILABLE**

- STYLO TEAM RISER BAR, STYLO RACE RISER BAR, STYLO SL RISER BAR

## STYLO WORLD CUP STEM

**LIGHTWEIGHT, GREAT STYLE AND EASY TO MOUNT.**

- 3D FORGED AL-7050-TV ALLOY
- 5 DEGREE RISE
- BOLT CONFIGURATION: 2 STEERER, 4 BAR
- HARDWARE: 6-4 TITANIUM
- BAR CLAMP: 31.8MM
- LENGTHS: 75MM, 90MM, 100MM, 110MM, 120MM AND 130MM
- COLORS: BLACK BLAST, SNO WHITE
- WEIGHT: 130G (110MM)




TRUVATIV


TRAIL & ALL MTN.

# HAMMERSCHMIDT
## TECH & FEATURES

### 1 BOTTOM BRACKET

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

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

### 2 CRANK ARM

**All Mountain**
- Arm-length options: 170 and 175mm
- Finish: Tungsten Grey
- Material: AL-7050-TV

**Freeride**
- Arm-length options: 165, 170 and 175mm
- Finish: Galvanized Silver
- Material: AL-7050-TV

(optimized stiffness for freeride)

### 3 COLLAR ASSEMBLY

**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



### 4 MECHANISM ASSEMBLY

**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: the HammerSchmidt chainring is compatible with any width bicycle chain
- 22/36 or 24/38 gear range is achieved with a single ring!

### 5 TRIGGER

**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

Experience it at magicmechanics.com.




# 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. 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.

### HAMMERSCHMIDT 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.

### HAMMERSCHMIDT FREERIDE

High-tech? Yes. But HammerSchmidt feels more like magic. The kind that puts you perfectly in tune with your bike and the mountain. No need to think, plan, anticipate. Just ride.

TRUVATIV

TRAIL & ALL MTN. COLLECTION

# TRAIL & ALL MOUTAIN







## HammerSchmidt AM

RIDE IT. BELIEVE IT.

- ARM-LENGTH OPTIONS: 170, 175
- AL-7050-TV
- COLOR: TUNGSTEN GREY
- BASED ON HOWITZER BB
- 15MM CRANK BOLT
- CHAINRING 22 OR 24 TEETH
- WEIGHT: 1623G (COMPLETE ASSEMBLY W/ BB)

## STYLO OCT 2.2 RG

FEATURING OPEN CORE TECHNOLOGY.

- GXP LITE SPINDLE
- **NEW** GXP BOTTOM BRACKET SYSTEM FEATURING GUTTER SEAL TECHNOLOGY
- OPEN CORE TECHNOLOGY
- COLORS: MIRROR BLACK AND SUPER ALUMINUM
- BLAST BLACK CHAINRINGS
- GIGA X PIPE TEAM BB
- ROCK GUARD OPTION







## aka

NEW HIGH-PERFORMER WITH OTC.

- OCT HOLLOW FORGED ARMS
- **NEW** GXP BOTTOM BRACKET SYSTEM FEATURING GUTTER SEAL TECHNOLOGY
- BB30 OPTION
- COLOR: TWO-TONE BRUSHED BLACK
- GXP FEATURING OUR NEW GUTTER SEAL
- WEIGHT: 890G (W/BB)

## STYLO 2.2 AM

A BOLD STATEMENT.

- ALLOY ALL MOUNTAIN GUARD
- **NEW** GXP BOTTOM BRACKET SYSTEM FEATURING GUTTER SEAL TECHNOLOGY
- AL-7050-T6 ALLOY ARMS
- INTEGRATED OUTER RING DESIGN
- COLORS: MIRROR BLACK, MIRROR POLISHED CRANK ARMS
- TEAM GXP BB
- 8/9 SPEED
- WEIGHT: 900G (W/BB)






## blaze 3.1 HW

HOWITZER

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

## ROCK GUARDS

A STRONG SENSE OF STYLE.

- 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





## STYLO TEAM POST

**STRAIGHTFORWARD PERFORMER.**

- 0MM AND 25MM OFFSETS (DOUBLE BOLT ADJUSTMENTS)
- 350MM AND 400MM LENGTHS
- 27.2MM, 30.9MM AND 31.6MM DIAMETERS
- SHAFT MATERIAL: 3D FORGED AND BUTTED AL-7050 ALLOY
- HEAD MATERIAL: AL-7050 FORGED ALLOY
- HARDWARE: STEEL
- COLOR: BLAST BLACK ANODIZING
- WEIGHT: AVERAGE 270G

*ALSO AVAILABLE*

- STYLO RACE



## STYLO TEAM STEM

**A LIGHT FEEL OF STYLE.**

- BODY: 3D FORGED AL-7050-TV ALLOY
- 5 DEGREE RISE
- BOLT CONFIGURATION: 2 STEERER, 4 BAR BOLTS
- HARDWARE: STEEL
- BAR CLAMP: 31.8MM
- STEERER CLAMP: 1 1/8"
- 75MM, 90MM, 100MM, 110MM AND 130MM LENGTHS
- COLORS: BLAST BLACK W/ COLORED GRAPHICS
- WEIGHT: 135G (110MM)

*ALSO AVAILABLE*

- STYLO WORLD CUP AND STYLO RACE



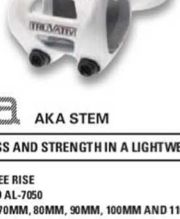
## STYLO TEAM RISER BAR

**LOOK FAST, FEEL FASTER.**

- BUTTED AL-66
- COLOR: BLACK ANODIZED FINISH
- 680MM WIDTH
- 20MM, 30MM AND 40MM RISE OPTIONS
- 9 DEGREE BACKSWEEP / 5 DEGREE UPSWEEP
- 31.8MM BAR CLAMP DIAMETER
- WEIGHT: 275G (W680MMXR20MMXC31.8MM)

*ALSO AVAILABLE*

- STYLO RACE RISER BAR, STYLO SL RISER BAR



## AKA STEM

**STIFFNESS AND STRENGTH IN A LIGHTWEIGHT PACKAGE.**

- 5 DEGREE RISE
- FORGED AL-7050
- 66MM, 70MM, 80MM, 90MM, 100MM AND 110MM LENGTH OPTIONS
- 1 1/8" AND 1.5" STEER CLAMP DIAMETER
- 31.8MM BAR CLAMP DIAMETER WITH A 4-BOLT FLIP FLOP DESIGN
- COLORS: SNO WHITE, BLACK ANODIZED
- WEIGHT: 170G (110MM)

ride


TRUVATIV

# FREERIDE & DOWNHILL


TRUVATIV
BLACK BOX
32
EventScotland




# DESCENDED FROM GREATNESS. BRED FOR SPEED.

Descended from BlackBox technology, the all-new Descendant brings to the masses the crank used by 2009 World Champion Steve Peat. Truvativ's downhill race-specific crank uses the same forged AL-7050 material as in the freeride/DH Holzfeller, but in a second-shaving 822g package (that's 240g less than the Holzfeller OCT). When your eye is on the podium, there is no room for compromise – that's why the Descendant comes with the totally revamped GXP bottom bracket with Gutter Seal Technology.

- ***822G*** DOWNHILL RACE CRANK
- ***73MM AND 83MM*** BOTTOM BRACKET OPTIONS
- ***FORGED AL-7050-T6 CRANK ARMS***
- ***4MM RINGS*** STANDARD
- ***TEAM GXP BB SYSTEM, NEW GUTTER SEAL SYSTEM***

**FIRST YEAR SUCCESS**

- 7 OUT OF 8 WORLD CUP WINS
- 17 PODIUMS
- TOP-THREE PLACES AT THE 2009 WORLD CHAMPIONSHIP

DESCENDANT.

BLACKBOX technology

# FREERIDE An



## HammerSchmidt FR

RIDE IT. BELIEVE IT.

- 165, 170 AND 175MM ARM LENGTHS
- AL-7050
- COLOR: GALVANIZED
- BASED ON HOWITZER BB
- 12MM CRANK BOLT
- 22- OR 24-TOOTH CHAINRING
- WEIGHT: 1785G (COMPLETE ASSEMBLY W/ BB)



## HOLZFELLER OCT 1.1 DH

HOWITZER OCT

BEYOND DURABLE.

- OPEN CORE TECHNOLOGY
- AL-7050-TV OCT CRANK ARM
- COLORS: BLAST BLACK, SNO WHITE, GALVANIZED
- HOWITZER BB INTERFACE
- WEIGHT: 695G

ALSO AVAILABLE

- HOLZFELLER OCT 2.2 RG



## HOLZFELLER 1.1 DH

HOWITZER

LEGENDARY NAME, LOVELY PRICE.

- AL-7050-TV FORGED ALLOY
- COLORS: MIRROR BLACK, SNO WHITE, GALVANIZED
- HOWITZER BB INTERFACE
- WEIGHT: 755G

ALSO AVAILABLE

- HOLZFELLER 2.2 RG



## HUSSEFELT STEM

THE PERFECT BALANCE OF STRENGTH AND VALUE.

- FORGED AL-6061-T6
- BORED OUT FOR WEIGHT SAVINGS
- 40MM OR 60MM LENGTHS
- LASER AND 3D LOGO
- COLORS: SNO WHITE, PURPLETRATOR PURPLE, BLACK ANODIZED, GALVANIZED SILVER
- WEIGHT: 203G (40MM)



## HOLZFELLER DIRECT MOUNT STEM

STEERED STEVE PEAT TO A 2009 WORLD CHAMPIONSHIP.

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



## HOLZFELLER STEM

THE BEAST GOES ON A DIET!

- 20 GRAMS LIGHTER THAN 2010
- FORGED AL-6066 THEN CNCED FOR WEIGHT REDUCTION
- BOLT CONFIGURATION: 4 BAR, 2 STEERER TUBE
- COLORS: SNO WHITE, BLACK ANODIZED, GALVANIZED SILVER
- 44MM AND 60MM LENGTHS, HOLZFELLER 1.5: 50MM AND 60MM
- 42MM STEERER CLAMP HEIGHT, HOLZFELLER 1.5: 50MM
- 1 1/8" AND 1.5" STEER CLAMP DIAMETER
- WEIGHT: 190G (40MM)



## HUSSEFELT POST

DIDN'T BECOME AN INDUSTRY STANDARD BY ACCIDENT.

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



## HOLZFELLER POST

HOLZFELLER PERFORMANCE AND RELIABILITY.

- 27.2MM, 30.9MM AND 31.6MM DIAMETERS
- 250MM AND 350MM LENGTHS
- 0 AND 20MM OFFSETS
- NO SLIPPING OR SLIDING. PERIOD
- COLOR: BLACK ANODIZED
- 3D FORGED AL-7050 ALLOY SHAFT
- FORGED ALLOY HEAD
- WEIGHT: 240G

# D DOWNHILL

TRUVATIV

FREERIDE & DOWNHILL COLLECTION



## HUSSEFELT 2.2 RG

HOWITZER

- AL-6066 FORGED ALLOY
- COLOR: BLAST BLACK
- HIGH IMPACT PC ROCK GUARD COMPATIBLE
- BASH GUARD COMPATIBLE
- HOWITZER BB INTERFACE
- WEIGHT: 745G

ALSO AVAILABLE

- HUSSEFELT 1.1 DH



## RUKTION 1.0 RG

- HIGH PRESSURE DIE CAST ALUMINUM
- COLOR: PITCH BLACK, GALVANIZED
- HOWITZER BB INTERFACE
- HIGH IMPACT PC ROCK GUARD COMPATIBLE
- CHRO-MOLY PEDAL INSERTS
- BASH GUARD COMPATIBLE

ALSO AVAILABLE

- SINGLE AND TRIPLE CHAIN RING CONFIGURATIONS



## 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
- ISCG OR BB MOUNT OPTIONS
- WEIGHT: 350G



## 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
- WEIGHT: 290G



## HOLZFELLER WORLD CUP

WHO SAYS STRONG HAS TO MEAN HEAVY?

- BUTTED AL-7050-TV
- COLORS: TUNGSTEN GREY, BLAST BLACK ANODIZED
- WIDTH: 700MM
- 20MM, 30MM, 40MM AND 50MM RISE OPTIONS
- WEIGHT: 260G (W700XR20MM)

ALSO AVAILABLE

- HOLZFELLER FLATTY, HOLZFELLER



## HUSSEFELT POST

- COLORS: BLACK ANODIZED, WHITE POWDER COAT
- BUTTED AL-66
- 680MM WIDTH
- 20MM, 30MM AND 40MM RISE OPTIONS
- WEIGHT: 300G (20MM RISE)

ALSO AVAILABLE

- HUSSEFELT COMP RISER



## BOOBAR

OUR WIDEST BAR EVER.

- WIDTH OPTIONS: 740MM AND 780MM
- 7 DEGREE BACKSWEEP
- 5 DEGREE UPSWEEP
- 20MM AND 30MM RISE OPTIONS
- BUTTED AL-7050-TV
- COLORS: TUNGSTEN GREY, BLAST BLACK ANODIZED
- WEIGHT: 270G (W740XR20MM)



## HUSSEFELT PEDALS

SOLID CHOICE FOR THE ENTRY GRAVITY RIDER.

- INTEGRATED PEDAL SPIKES
- H / T CRMO SPINDLE
- OVERSIZED CARTRIDGE BEARINGS
- COLORS: SNO WHITE, GREY, GALVANIZED
- WEIGHT: 590G (PAIR)



## HOLZFELLER PEDALS

THE BENCHMARK IN HARDCORE.

- REPLACEABLE SPIKES VIA ALLEN KEY
- H / T CRMO SPINDLE
- COLORS: SNO WHITE, GREY, GALVANIZED
- OVERSIZED CARTRIDGE BEARINGS FOR INCREASED STRENGTH
- WEIGHT: 590G (PAIR)

TRUVATIV

BOTTOM BRACKET COLLECTION

# BOTTOM BRACKETS



## GXP

Welcome our new Gutter Seal Technology! Gutter drastically improves sealing against the elements while reducing seal drag. We've designed a fresh new cup forging for a new high-end look. A new standard in external bearing performance!

- GUTTER SEAL TECHNOLOGY
- IMPROVED TOOL ENGAGEMENT
- SEALED CARTRIDGE BEARINGS
- ENGLISH OR ITALIAN THREADS
- INTENDED USE: CROSS COUNTRY, TRAIL AND ALL MOUNTAIN

**ALSO AVAILABLE**

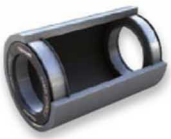
- CERAMIC - CERAMIC BEARINGS. RED ANO FINISH (102G)
- TEAM - CUSTOM STEEL BEARINGS. TUNGSTEN GREY FINISH (106G)
- XR - CUSTOM STEEL BEARINGS. BLACK FINISH (107G)



## GXP PRESS FIT

**CUT WEIGHT, NOT PERFORMANCE.**

- GXP COMPATIBLE
- EASY INSTALLATION
- PRESSFIT CUPS FOR LIGHTER WEIGHT
- TWO FULLY SEALED CARTRIDGE BEARINGS
- 92MM SHELL WIDTH (STANDARD GXP IS 68MM OR 73MM)
- 51MM CHAINLINE
- 37X24X8 STANDARD BEARING SIZE
- INTENDED USE: CROSS COUNTRY AND TRAIL
- WEIGHT: 83G CERAMIC / 94 GRAMS STANDARD



## BB30 MTB

## FEATURED ON XX

**NARROW Q-FACTOR, INCREASED ANKLE CLEARANCE.**

- SHIFTGUIDE TEAM
- 30MM ALLOY SPINDLE
- LARGER BEARINGS FOR LONGER LIFE
- 73MM SHELL WIDTH
- 40X30X7 LARGER BEARING SIZE
- INTENDED USE: CROSS COUNTRY AND TRAIL
- WEIGHT: 56G CERAMIC / 64G STANDARD



## PF30

## AVAILABLE ON XX XO X9

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



## HOWITZER TEAM

**EXTREME STRENGTH BY DESIGN.**

- CNC MACHINED AL-6061 CUPS
- CRMO H/T SPINDLE
- 2 X SEALED OVERSIZED CARTRIDGE BEARINGS
- 68MM BB SHELL WIDTH
- 51 MTB CHAINLINE
- M12 AXLE BORE THREAD
- WEIGHT: 365 GRAMS

TRUVATIV

| | BOTTOM BRACKETS<br>MODEL DESCRIPTION / # | BB SHELL | CUP THREADS | CHAINLINE | SPACER* | COMPATIBLE<br>E-TYPE FD / CHAINGUIDE |
|---|---|---|---|---|---|---|
| GXP & BSD | GXP | 68mm | BC-1.37" | 51 MTB | 1/1 | |
| | GXP | 73mm | BC-1.37" | 51 MTB | 1/1 | |
| | PRESSFIT GXP | 92mm | N/A | 51 MTB | N/A | |
| | PRESSFIT 30 | 73mm | N/A | 51 MTB | N/A | |
| | BB30 MTB | 73mm | N/A | 51 MTB | N/A | |
| Howitzer XR & Team | HW-51CL / 68 | 68mm | BC-1.37" | 51 MTB | 1/2 | - |
| | HW-51CL / 68G | 68mm | BC-1.37" | 51 MTB | 1/1 | ● CG/GX |
| | HW-51CL / 73 | 73mm | BC-1.37" | 51 MTB | -/1 | ● ISCG |
| | HW-51CL / 73G | 73mm | BC-1.37" | 51 MTB | - | ● CG/GX |
| | HW-XRM15-51CL / 68 ** | 68mm | BC-1.37" | 51 MTB | 1/2 | - |
| | HW-XRM15-51CL / 68G ** | 68mm | BC-1.37" | 51 MTB | 1/1 | ● CG/GX |
| | HW-XRM15-51CL / 73 ** | 73mm | BC-1.37" | 51 MTB | -/1 | ● ISCG |
| | HW-XRM15-51CL / 73G ** | 73mm | BC-1.37" | 51 MTB | - | ● CG/GX |
| | HW-56CL / 68 | 68mm | BC-1.37" | 56 MTB | 1/2 | - |
| | HW-56CL / 68E | 68mm | BC-1.37" | 56 MTB | 1/2 | ● CG/GX |
| | HW-56CL / 73 | 73mm | BC-1.37" | 56 MTB | -/1 | ● ISCG |
| | HW-56CL / 73E | 73mm | BC-1.37" | 56 MTB | - | ● CG/GX |
| | HW-TM-56CL / 83 | 83mm | BC-1.37" | 56 MTB | -/1 | ● ISCG |
| | HW-TM-56CL / 83G | 83mm | BC-1.37" | 56 MTB | - | ● CG/GX |
| | HW-TM-66CL / 100 | 100mm | BC-1.37" | 66 DH | -/1 | ● ISCG |
| | HW-TM-66CL / 100G | 100mm | BC-1.37" | 66 DH | - | ● CG/GX |
| Powerspline (Aldo Sinjkovic) | PSPL-108 / 68 | 68mm | | 44.5 ROAD D. / 46 DuoDrive | | - |
| | PSPL-113 / 68 | 68mm | | 48.5 MTB / 46.5 ROAD T. | | - |
| | PSPL-113 / 68E | 68mm | | 48.5 MTB | | ● |
| | PSPL-113 / 73 | 73mm | | 48.5 MTB | | - |
| | PSPL-118 / 68 | 68mm | | 51 MTB | | - |
| | PSPL-118 / 68E | 68mm | | 51 MTB | | ● |
| | PSPL-118 / 73 | 73mm | | 51 MTB | | - |
| | PSPL-118 / 73 | 73mm | | 51 MTB | | ● |

**The Howitzer M15 is a lightweight 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
CG/GX Chainguide / Shiftguide Compatibility
ISCG ISCG Compatibility (www.iscg.org)

| XC/RACE – CARBON BARS<br>MODEL DESCRIPTION | WEIGHT | LENGTH | MATERIAL | COLORS | BACKSWEEP | UPSWEEP | RISES | BAR CLAMP DIAMETER |
|---|---|---|---|---|---|---|---|---|
| NOIR WORLD CUP FLAT BAR | 110g | 580mm | Carbon Fiber SL | Unidirectional Carbon Fiber w/color graphics | 5° | N/A | N/A | 31.8mm |
| NOIR WORLD CUP RISER BAR | 145g (15mm Rise) | 640mm | Carbon Fiber SL | Unidirectional Carbon Fiber w/color graphics | 9° | 5° | 15mm / 30mm | 31.8mm |
| NOIR TEAM FLAT BAR | 130g | 600mm | Carbon Fiber SL | Unidirectional Carbon Fiber w/color graphics | 5° | N/A | N/A | 31.8mm |
| NOIR TEAM RISER BAR | 160g (20mm Rise) | 660mm | Carbon Fiber | Unidirectional Carbon Fiber w/color graphics | 9° | 5° | 20mm / 40mm | 31.8mm |
| NOIR RACE RISER BAR | 190g (20mm Rise) | 660mm | Carbon Fiber | Unidirectional Carbon Fiber w/color graphics | 9° | 5° | 20mm / 40mm | 31.8mm |

| TRAIL/AM – ALLOY BARS<br>MODEL DESCRIPTION | WEIGHT | LENGTH | MATERIAL | COLORS | BACKSWEEP | UPSWEEP | RISES | BAR CLAMP DIAMETER |
|---|---|---|---|---|---|---|---|---|
| STYLO WORLD CUP FLAT BAR / 700MM | 145g / 270g | 580mm / 700mm | Butted AL-7050 TV | Tungsten Grey, Black Anodized w/color graphics | 5° / 9° | N/A | N/A | 31.8mm |
| STYLO WORLD CUP RISER BAR | 235g (avg.) | 620mm / 680mm | Butted AL-7050 TV | Tungsten Grey, Black Anodized, Sno White | 9° | 5° | 15mm / 25mm | 31.8mm |
| STYLO RACE FLAT BAR | 195g | 580mm / 600mm | Butted 6061 Alloy | Black Anodized w/color graphics | 5° | N/A | N/A | 25.4 / 31.8mm |
| STYLO RACE RISER BAR | 220g | 680mm | Butted 6061 Alloy | Black Anodized w/color graphics | 9° | 5° | 20mm / 30mm | 25.4 / 31.8mm |
| STYLO TEAM FLAT BAR | 160g | 580mm / 600mm | Butted AL-66 Alloy | Black Anodized w/color graphics | 5° | N/A | N/A | 25.4 / 31.8mm |
| STYLO TEAM RISER BAR | 275g | 680mm | Butted AL-66 | Black Anodized w/color graphics | 9° | 5° | 20 / 30 / 40mm | 31.8mm |
| STYLO SL RISER BAR | 345g | 680mm | Butted AL-6061 | Black Anodized w/laser graphics | 9° | 5° | 20mm / 30mm | 25.4 / 31.8mm |

| FR/DH – ALLOY BARS<br>MODEL DESCRIPTION | WEIGHT | LENGTH | MATERIAL | COLORS | BACKSWEEP | UPSWEEP | RISES | BAR CLAMP DIAMETER |
|---|---|---|---|---|---|---|---|---|
| BOOBAR | 275g | 740 / 780mm | Butted AL-7050 TV | Tungsten Grey, Blast Black Anodized w/color graphics | 7° | 5° | 20/30mm | 31.8mm |
| HOLZFELLER WORLD CUP | 270g | 700mm | Butted AL-7050 TV | Tungsten Grey, Blast Black Anodized w/color graphics | 7° | 5° | 20/30/40/50mm | 31.8mm |
| HOLZFELLER | 290g | 700mm | Butted AL-7050 TV | Black Anodized, White Powder Coat w/color graphics | 9° | 5° | 20/30/40/50mm | 31.8mm |
| HUSSEFELT | 300g | 680mm | Butted AL-66 | Black Anodized, White Powder Coat w/color graphics | 9° | 5° | 20/30/40mm | 31.8mm |
| HUSSEFELT COMP | 340g | 680mm | 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

