



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 Foonon-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



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 groupsets ever built.

SRAM RED™



SRAM FORCE™



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**

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









- 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

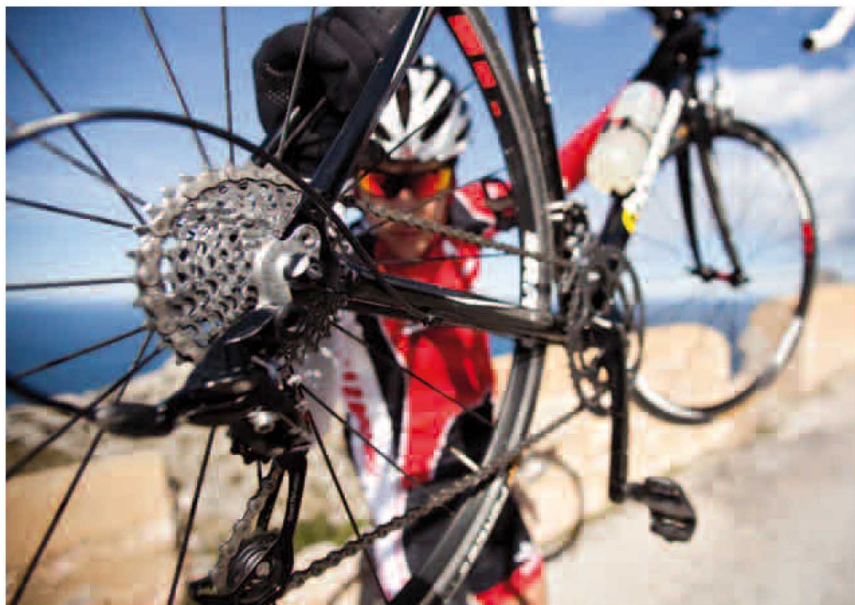
Compact - No Mountain too steep!

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
	50x34	165	11-23; 11-12-13-14-15-16-17-19-21-23
	52x36	167.5	11-26; 11-12-13-14-15-17-19-21-23-26
	52x38	170	11-25; 11-12-13-14-15-17-19-21-23-25
		172.5 175 177.5mm	11-28; 11-12-13-14-15-17-19-22-25-28
Groupset	Crank versions*	Crank lengths	Cassettes
	50x34	170	11-23; 11-12-13-14-15-16-17-19-21-23
	50x36	172.5	11-25; 11-12-13-14-15-17-19-21-23-25
	52x36	175	11-26; 11-12-13-14-15-17-19-21-23-26
	52x38	177.5mm	11-28; 11-12-13-14-15-17-19-22-25-28 11-32; 11-12-13-15-17-19-22-25-28-32 12-25; 12-13-14-15-16-17-19-21-23-25 12-26; 12-13-14-15-16-17-19-21-23-26 12-27; 12-13-14-15-16-17-19-21-24-27 12-28; 12-13-14-15-16-17-19-22-25-28 12-32; 12-13-14-15-17-19-22-25-28-32
Groupset	Crank versions*	Crank lengths	Cassettes
	46x38	165	11-23; 11-12-13-14-15-16-17-19-21-23
	50x34	170	11-25; 11-12-13-14-15-17-19-21-23-25
	50x36	172.5	11-26; 11-12-13-14-15-17-19-21-23-26
	52x36	175	11-28; 11-12-13-14-15-17-19-22-25-28
	52x38	177.5 180mm	11-32; 11-12-13-15-17-19-22-25-28-32 12-25; 12-13-14-15-16-17-19-21-23-25 12-26; 12-13-14-15-16-17-19-21-23-26 12-27; 12-13-14-15-16-17-19-21-24-27 12-28; 12-13-14-15-16-17-19-22-25-28 12-32; 12-13-14-15-17-19-22-25-28-32
Groupset	Crank versions*	Crank lengths	Cassettes
	48 X 34	165	11-23; 11-12-13-14-15-16-17-19-21-23
	50 X 34	170	11-25; 11-12-13-14-15-17-19-21-23-25
	50 X 36	172.5	11-26; 11-12-13-14-15-17-19-21-23-26
		175 177.5 180mm	11-28; 11-12-13-14-15-17-19-22-25-28 11-32; 11-12-13-15-17-19-22-25-28-32 12-25; 12-13-14-15-16-17-19-21-23-25 12-26; 12-13-14-15-16-17-19-21-23-26 12-27; 12-13-14-15-16-17-19-21-24-27 12-28; 12-13-14-15-16-17-19-22-25-28 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 x 10 - 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.







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



compact

EXP

PF+ 30

SRAM RED™

NEW

SRAM RED Limited Tour Edition





DOUBLETAP® CONTROLS

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

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

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

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



FRONT DERAILLEUR

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

- 01 SRAM actuation maintains proper balance between upshifting and downshifting

Technology	SRAM actuation
Speeds	Double front chainring
Weight	58g brake-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



BB30

Limited Tour Edition

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) 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



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, 25, 28, 30, 32, 34, 36, 39, 42, 46, 50, 53, 55, 58, 60, 63, 66, 69, 70, 72, 75, 78, 80, 84, 88, 90, 94, 98, 100, 104, 108, 110, 114, 118, 120, 124, 128, 132, 136, 140, 144, 148, 152, 156, 160, 164, 168, 172, 176, 180, 184, 188, 192, 196, 200, 204, 208, 212, 216, 220, 224, 228, 232, 236, 240, 244, 248, 252, 256, 260, 264, 268, 272, 276, 280, 284, 288, 292, 296, 300, 304, 308, 312, 316, 320, 324, 328, 332, 336, 340, 344, 348, 352, 356, 360, 364, 368, 372, 376, 380, 384, 388, 392, 396, 400, 404, 408, 412, 416, 420, 424, 428, 432, 436, 440, 444, 448, 452, 456, 460, 464, 468, 472, 476, 480, 484, 488, 492, 496, 500, 504, 508, 512, 516, 520, 524, 528, 532, 536, 540, 544, 548, 552, 556, 560, 564, 568, 572, 576, 580, 584, 588, 592, 596, 600, 604, 608, 612, 616, 620, 624, 628, 632, 636, 640, 644, 648, 652, 656, 660, 664, 668, 672, 676, 680, 684, 688, 692, 696, 700, 704, 708, 712, 716, 720, 724, 728, 732, 736, 740, 744, 748, 752, 756, 760, 764, 768, 772, 776, 780, 784, 788, 792, 796, 800, 804, 808, 812, 816, 820, 824, 828, 832, 836, 840, 844, 848, 852, 856, 860, 864, 868, 872, 876, 880, 884, 888, 892, 896, 900, 904, 908, 912, 916, 920, 924, 928, 932, 936, 940, 944, 948, 952, 956, 960, 964, 968, 972, 976, 980, 984, 988, 992, 996, 1000

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.



compact

GXP

PC-31



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 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, 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
Chaining Material	PG Chainrings w/ Hard-Anodized Coating / Alloy Chaining 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



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, 11, 12, 13, 14, 15, 17, 19, 21, 23, 25, 11, 12, 13, 14, 15, 17, 19, 21, 23, 26, 11, 12, 13, 14, 15, 17, 19, 22, 25, 28, 11, 12, 13, 15, 17, 19, 22, 25, 28, 32, 12, 13, 14, 15, 16, 17, 19, 21, 23, 25, 12, 13, 14, 15, 16, 17, 19, 21, 23, 26, 12, 13, 14, 15, 16, 17, 19, 21, 24, 27, 12, 13, 14, 15, 16, 17, 19, 21, 25, 28, 12, 13, 14, 15, 17, 19, 22, 25, 28, 32.

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®
Chain Weight	10 speed compatible 264g [1070 / 114 links]

NEW



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SRAM RIVAL™

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

**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, aerodynamic, and hides all cables, while weighing only 320g
- 03 Carbon shift lever is light, strong, and comfortable

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

Rear Derailleur

Sacrifice nothing...not durability, dependability, or performance - nothing. The SRAM Rival Rear Derailleur matches SRAM's Exact Actuation™ with tried-and-true competition proven design and construction. Exact Actuation delivers even gear changes over the entire shifting range via a precise 3mm 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



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



NEW

Mid cage option





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.

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

compact | EXP



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



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, 11, 12, 13, 14, 15, 17, 19, 21, 23, 25, 11, 12, 13, 14, 15, 17, 19, 21, 23, 26, 11, 12, 13, 14, 15, 17, 19, 22, 25, 28, 11, 12, 13, 15, 17, 19, 22, 25, 28, 32, 12, 13, 14, 15, 16, 17, 19, 21, 23, 25, 12, 13, 14, 15, 16, 17, 19, 21, 23, 26, 12, 13, 14, 15, 16, 17, 19, 21, 24, 27, 12, 13, 14, 15, 16, 17, 19, 21, 25, 28, 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 PC 1051 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]

will.you.make.the.leap.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.



compact

EXP



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 SRAM and industry-standard 10 speed cassettes



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 Mid Cage - 210g
Material	Aluminum body, Alloy outer cage, Steel inner cage
Compatibility	Mid [32T Max] Cage and Short [28T Max] Cage



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

NEW



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 Slop® Compound pads
QR	Indexed

NEW



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

NEW



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.



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 11-23T - 250g

Available In	11, 12, 13, 14, 15, 16, 17, 19, 21, 23, 25, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000
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NEW



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	Gray
Pin Treatment	Chrome-hardened pins
Recommended	SRAM Apex / Shimano®
Group	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, Berasetegui, 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.







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 Berasategui, 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





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



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





5975 SRM™ Power Meter Crankset

A leader in the world of power measurement, and constantly driving innovation, the wireless 5975 SRM integrates SRAM's unidirectional carbon fiber crank arms matched to SRAM's smooth shifting RED chainrings. The 5975 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. Arm Lengths	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



5975 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. Arm Lengths	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





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

Supercork Bar Tape

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

Black, White, Blue, Red, Yellow, Pink

Supertech Bar Tape

For riders who want a smooth, stealthy alternative to traditional bar tapes.

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

DoubleTap hoods with Supercork Bar Tape

White Hoods / Bar Tape
Red Hoods / Bar Tape
Yellow Hoods / Bar Tape
Pink Hoods / Bar Tape

Gore cable systems

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

Ceramic RD pulleys

The same hybrid ceramic cart-ridge 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)



**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



5900 Crankset

The new SRAM 5900 offers an option between the SRAM Rival OCT and the SRAM Force Crankset. The 5900 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 5900 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



5500 Crankset

Performance and strength with a beautiful finish is what the 5500 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



5300 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, 50/36, 46/38
Compatibility	10 speed rings - GXP / Press Fit BB



5100 Crankset

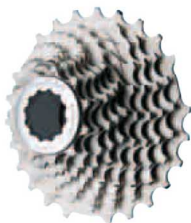
Arm Material	AL-6061 T6
Chainring Material	PG Chainrings AL-7075-T6 Hard-Anodized Coating
Weight	1025g w/ Power Spline BB
Avail. Arm Lengths	165, 170, 172.5, 175mm
Available Ratios	53/39, 50/34, 46/38
Compatibility	10 speed rings - PowerSpline



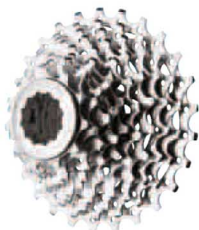
Cassettes

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 of what are some of the most popular cassettes in the world, which feature an incredible range of rider consideration ratios.

10 Speed Cassettes



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

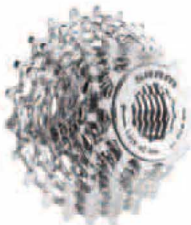


Recommended for SRAM FORCE and SRAM RIVAL
PG 1070
 Available In
 11-23, 11-25, 11-26, 11-28, 11-32, 12-25, 12-26, 12-27, 12-28, 12-32



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
 11-25, 12-23, 12-26

PG 850
 Available In
 11-25, 12-23, 12-26

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 **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 X5, PC 991, PC 971, PC 951
 PowerLink™ 9



8 Speed Chains



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









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 release. 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 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 (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 whatever 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.







S40 ALL-ROUNDER FOR FAST HILLY RIDES

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



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

S60 FAST AND VERSATILE FOR EVERY TYPE OF RIDE

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



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

S80 THE ULTIMATE 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.



Wheel	S80 Front	S80 Rear
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
Depth
Rim Shape
Spoke Count
Type
Finish
Weight

Front	Rear
30mm	30mm
Hybrid Toroidal®	Hybrid Toroidal®
18	20
Clincher	Clincher
Gold Anodized	Gold Anodized
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 SRAM's 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.





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, Philips screw driver for SRAM Force, SRAM Rival and SRAM Apex
Difficulty: medium
Time needed: 5 min

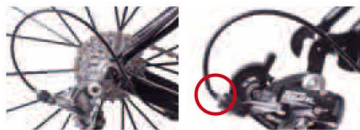
- Mount the rear derailleur in the correctly adjusted derailleur hanger with a 5-mm-hex wrench and the recommended torque of 5-7 Nm (44-62 in-lb).
- Adjust the lower limit with the screw H (H = High speed) so that the chain can't fall off the smallest cog. The screw named L controls the upper limit (L = 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, Philips 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 DoubleTap shifters individually to your needs and your hands size.

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 = 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 CXP 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 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).



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.



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.



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 TT shift lever can be adjusted within a range of 40° degrees to match perfectly every individual ergonomic 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!

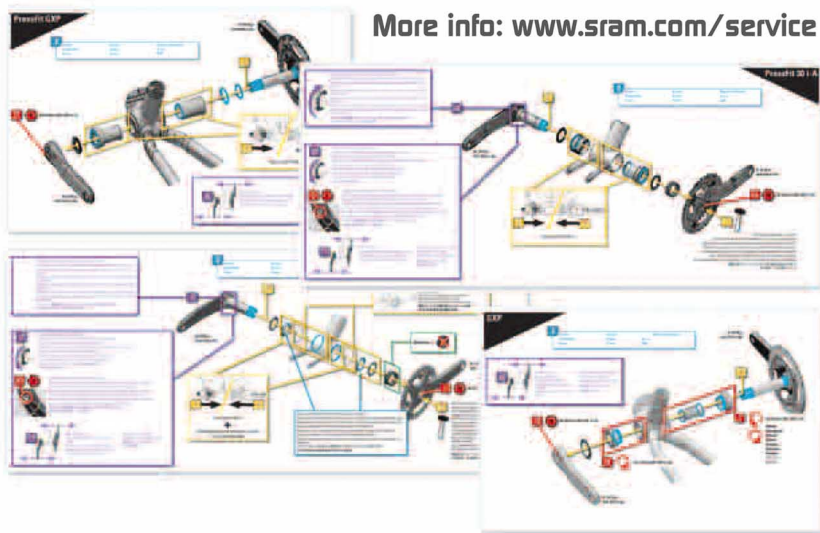


Change shifter position

- 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™


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 [CXP] 630g [BB30] w/ BB	105g [CXP]	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	ONE 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™


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 [CXP] 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	ONE 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



SRAM RIVAL	Shifter	Rear Derailleur	Crankset	Bottom Bracket	Front Derailleur	Brakeset	Cassette	Chain
Technology	DoubleTap / ZeroLoss™ on the front	Exact Actuation / WIFL	DCT Open Core Technology	GXP / Press Fit	SRAM Actuation / ZeroLoss Trim	Dual Rival	PowerGlide / WIFL	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



SRAM APEX	Shifter	Rear Derailleur	Crankset	Bottom Bracket	Front Derailleur	Brakeset	Cassette	Chain
Technology	DoubleTap / ZeroLoss™ on the front / Reach adjust	Exact Actuation / WIFL	PowerGlide Chainrings	GXP	ZeroLoss Trim	Skeletonized Dual Rival	PowerGlide / WIFL	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



Carbon wheels		540	560	580
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	39mm	60mm	62mm
	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 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



Aluminum wheels		527 AL Comp	530 AL Sprint	530 AL Race	530 AL Gold
Rims	Weight*	1630g	1530g	1460g	1450g
	Profile	Traditional	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 Brushed / Black anodized	Black Mirror Polished / Black anodized	Black Diamond Polished / Dark Grey anodized	Black Diamond 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 Black anodized, Red - White labels	Hand Polished Black anodized, Red - White labels	Black Diamond Polished / Ti - Carbide coating, Red - White labels	Black Diamond Polished / Ti - Carbide coating 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



10 Speed Cassettes / Chains	OG 1090	PG 1070	PG 1050	PC 1091R	PC 1091	PC 1071	PC 1051	PC 1031
Technology	OpenGlide	PowerGlide / WFLU	PowerGlide / WFLU 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 and outer 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



5975 SRM™ Crankset 5975 Quarq™ Crankset 5900 Crankset 5500 Crankset 5300 Crankset 5100 Crankset Omnium Crankset



Singlespeed Brake Lever Carbon Singlespeed Brake Lever Alu. Doubletap 10 Fish-Bar Road Shifter SL700 Fish-Bar Road Shifter BL700 Brake Lever Avid Shorty Ultimate Avid Shorty 6 Avid Shorty 4 Avid BB7 Road



Chris Lieto: Team K-Swiss



Cervelo Test Team



Alberto Contador: Team Astana



Dimitri Chamon: AG2R



Team Fidea



Luke Roberts: Team Mirram



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)
Foolon-Servetto-Fuji

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

World.com (USA)
ZZPR (NED)
Clif Bar Pro Cyclocross Team (NED)
Jesse Anthony-Jamie CX (USA)
Katie Compton-Planet Bike (USA)
Maurice Bruno-Roy-MM racing (USA)
Todd Wells - Specialized (USA)
Joachim Parbo (DEN)
Andy Jaques Maynes (DEN)

Team SAKLS Grische Niemann
California Giant Strawberries (GER)
Richard Sachs Cyclocross (USA)
Clif Bar Development Team (USA)

Kieran Doe (NZL)
Desiree Ficker (USA)
Pip Taylor (AUS)
Linsey Corbin (USA)
Kim Loeffler (USA)
Tim DeBoer (AUS)
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 Kolfers (DEN)
Andrea Hewitt (NZ)

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

TIBCO Women's Pro Cycling (UCI Reg)
Jamis Colavita Womens Pro Cycling (TBD)
Nutrixion Women (GER)
Webcor Womens Pro Cycling Team (GER)

CYCLOCROSS

Telenor-Fidea (BEL)
Cannondale/Cyclocross-

TRIATHLON

Alistair Brownlee (GBR)
Rasmus Henning (DEN)
Chris McCormack (AUS)
Michelle 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)

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 Clift
Rich Cruse Larry Rosa
Gaelan Velos Tim de Waele
Graham Watson

Neutral Road Support (NRS)

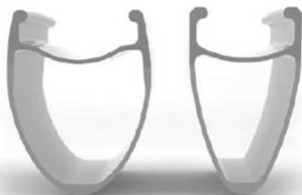
SRAM's commitment to the many cycling & triathlon disciplines doesn't stop at the product level. At over 140 events around North America and Australia, rain, snow or shine, athletes of every rely on SRAM's Neutral Race Support program. Whether you're Down Under at the Herald Sun Tour, racing the B's 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'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 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.



101

ZIPP

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 flattening,

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.



303

ZIPP

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 Snodgrass to US national cyclocross championships with Katie Compton and Tim Johnson.



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

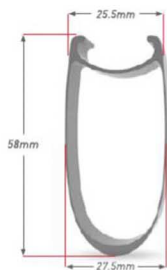
Available in Tubular, Clincher, Cyclocross, PowerTap and ZEDTECH.



2008 303
rim profile

2010 303
rim profile





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



404 CARBON CLINCHER

ZIPP

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.



Photo: Joe Vondra



Photo: Joe Voedemaer

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 available w/PowerTap

**404 and 900 Tubular available in 650c

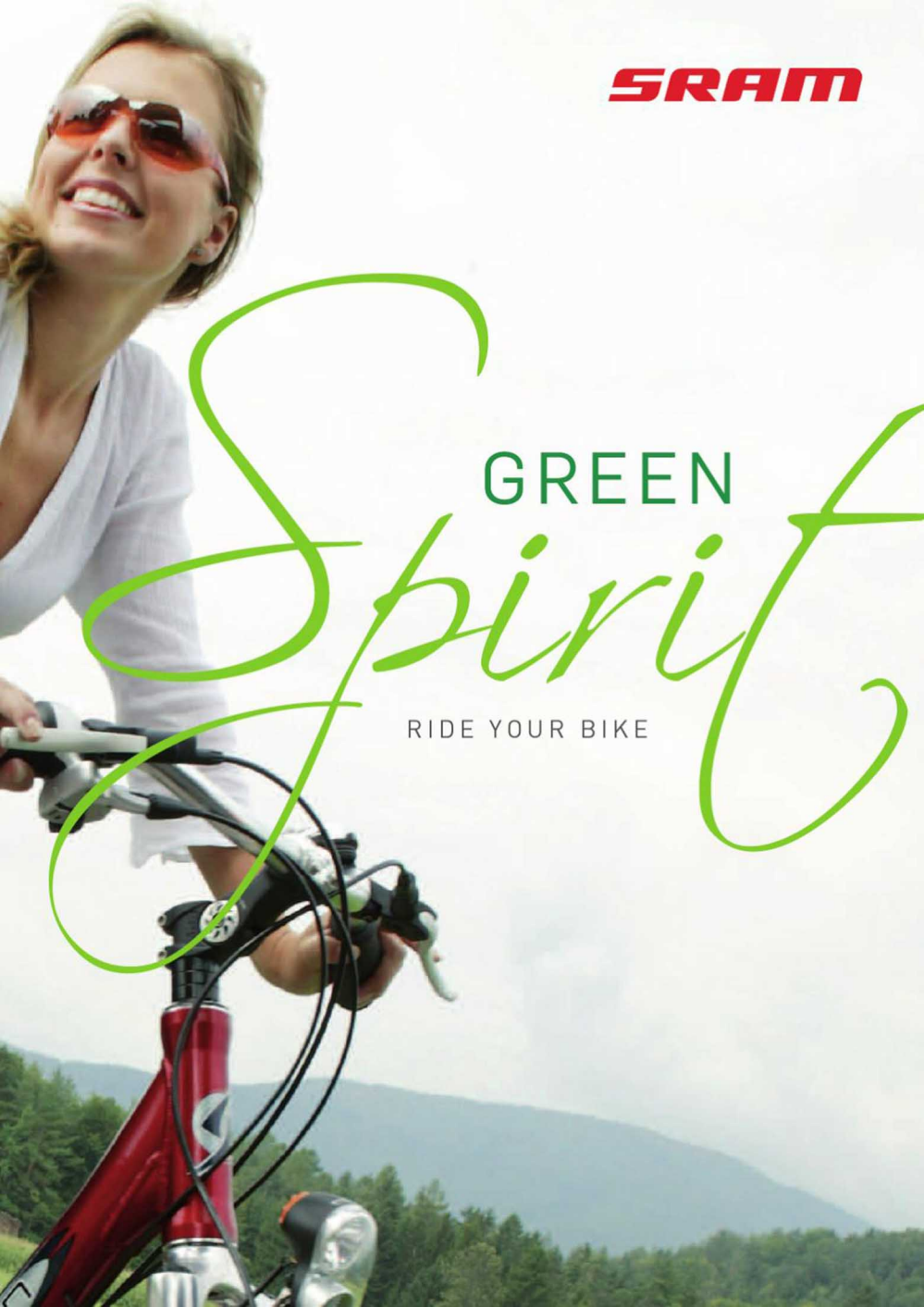
Bars	Material	Weight (44mm)	Clamp Diameter	Traditional Bend	Short-Shallow Bend	Clip Compatible	Sizes
Service Course SL	ZTL-71 AL	260g	31.8	Yes	Yes	Yes	40, 42, 44, 46 (out-out)
Service Course	AL-7050	280g	31.8	Yes	Yes	Yes	40, 42, 44, 46 (out-out)
SL	Carbon	170g	31.8	Yes	Yes	Yes	40, 42, 44, 46 (out-out)
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°
SL 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 x 27.2)	27.2/31.6	275/350mm	20mm
Service Course	AL-7075	250g (350 x 27.2)	27.2/31.6	350mm	20mm
SL Speed	Carbon	185g (330 x 27.2)	27.2/31.6	330mm	20mm

Cranks	Lengths (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	



A woman with blonde hair, wearing orange-tinted sunglasses and a white long-sleeved shirt, is smiling and looking upwards while riding a red bicycle. The background shows a lush green forest and distant mountains under a bright sky. The SRAM logo is in the top right corner. The word 'GREEN' is in a green sans-serif font, and 'Spirit' is in a large, green, cursive script font. Below 'Spirit', the phrase 'RIDE YOUR BIKE' is written in a small, grey, sans-serif font.

SRAM

GREEN

Spirit

RIDE YOUR BIKE



GREEN

Spirit

RIDE YOUR BIKE



SRAM

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



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

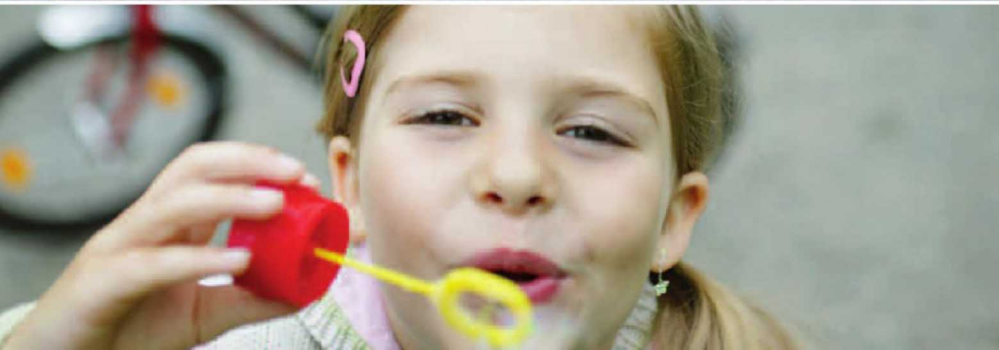


Bandix



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
DETAILS	GÄNGE	GEWICHT	ÜBERSETZUNG	TECHNOLOGIE	
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
DETAILS					brake lever
available in silver, black, blue, gold, purple, green and red					

SRAM i-MOTION 3

DISC BRAKE

S C



DETAILS	GEARS	WEIGHT	TRANSITION	TECHNOLOGY	CONTROL UNITS
3 speed gear hub, disc brake, color options silver and black	3	1.210g	186%	shiftable under load, shifting while standing, low shifting forces	twist shifter
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	bandix
DETAILS	GÄNGE	GEWICHT	ÜBERSETZUNG	TECHNOLOGIE	
3 speed gear hub, coaster brake, color options silver and black	3	1.390g	186%	shiftable under load, shifting while standing, low shifting forces	

SRAM PRODUCT OVERVIEW

SRAM S7 P5 T3

S7

T E

DETAILS	GEARS	WEIGHT	TRANSITION	TECHNOLOGY	OPTIONS	CONTROL UNITS
twist shifter	7	C: 1.714g F: 1.554g	303%	7 speed internal gear hub, clickbox	coaster brake, freewheel	
DETAILS	GEARS	WEIGHT	TRANSITION	TECHNOLOGY	OPTIONS	
twist shifter	5	C: 1.495g F: 1.330g	251%	5 speed internal gear hub, clickbox	coaster brake, freewheel, cargo version	
DETAILS	GEARS	WEIGHT	TRANSITION	TECHNOLOGY	OPTIONS	
twist shifter, click shifter	3	C: 1.182g F: 911g	186%	3 speed internal gear hub, return pulley	coaster brake, freewheel	

C = coaster brake F = freewheel

Torpedo SRAM

SINGLESPEED

S C

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

SRAM FLAT-BAR

10 FLAT-BAR

S T

DETAILS	GEARS	WEIGHT	MATERIAL	COMPATIBILITY
double tap flat-bar shifter SL 700 shifter	10 10	225g pair -	aluminum aluminum	SRAM Red, SRAM Force, SRAM Rival, SRAM Apex
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 V.a

SRAM KOMFY

DISC BRAKE

S T E

DETAILS	WEIGHT	TECHNOLOGY	
4-finger-lever hydraulic disc brake	419g [160mm rotor, front]	4-finger lever, comfort specific piston ratio, split clamp, Tri-Align caliper positioning system	

i-LIGHT

D7 SERIES

S T

DETAILS	WEIGHT	TECHNOLOGY	OPTIONS
hub dynamo	hollow axle - rim brake: 565g hollow axle disc brake: 594g	2,4 Watt / 3,0 Watt; 6 Volt, 36 CP technology, high performance at low speed	disc brake, quick release, color options
DETAILS	WEIGHT	TECHNOLOGY	OPTIONS
hub dynamo	solid axle - rim brake: 602g hollow axle - rim brake: 565g solid axle - N74 - rim brake: 592g hollow axle - N74 - rim brake: 558g	2,4 Watt / 3,0 Watt; 6 Volt, 36 CP technology	quick release, 74mm O.L.D for small size wheels, color options

S SPORT

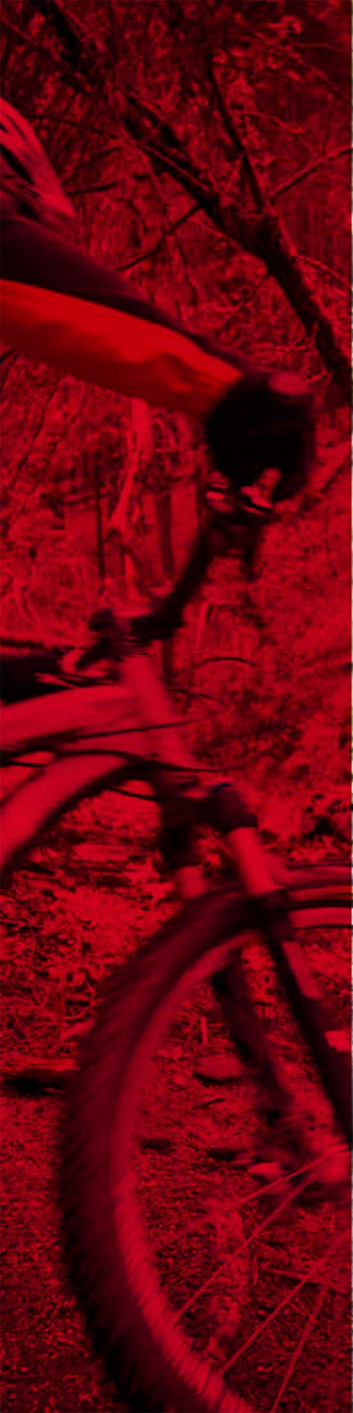
T COMFORT-TREKING

E CITY

A full-page background image of a mountain biker in a forest, overlaid with a red tint. The biker is wearing a dark jersey and shorts, and is in a dynamic, low-to-the-ground position. The forest background is visible through the red overlay.

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.

TRUVATIV



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.O rear derailleur and front shifter set. X.O 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 Down-hill, 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.

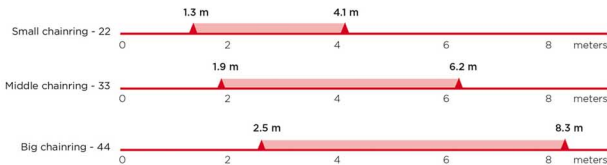
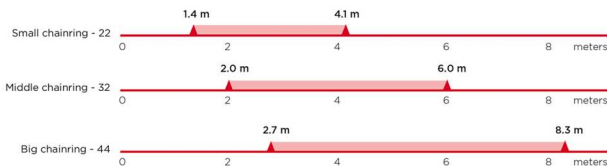
X9

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 back-country singletrack and bomb down hair-raising descents. Ten speed meets mountain biking meets versatility.

WHEREVER YOU RIDE, WE HAVE THE RIGHT CHOICE

3X10 44 - 33 - 22 crankset (11-36 cassette)**3X9 44 - 32 - 22 crankset (11-34 cassette)**

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™

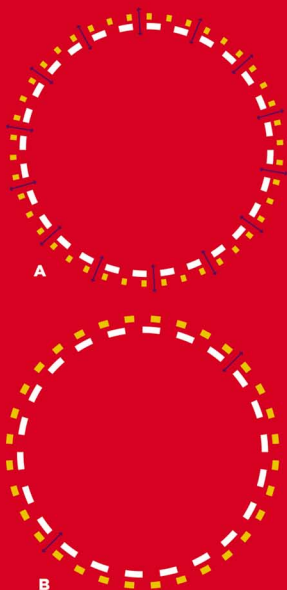
WHAT MAKES IT SO FAST?

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.

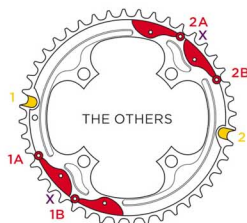
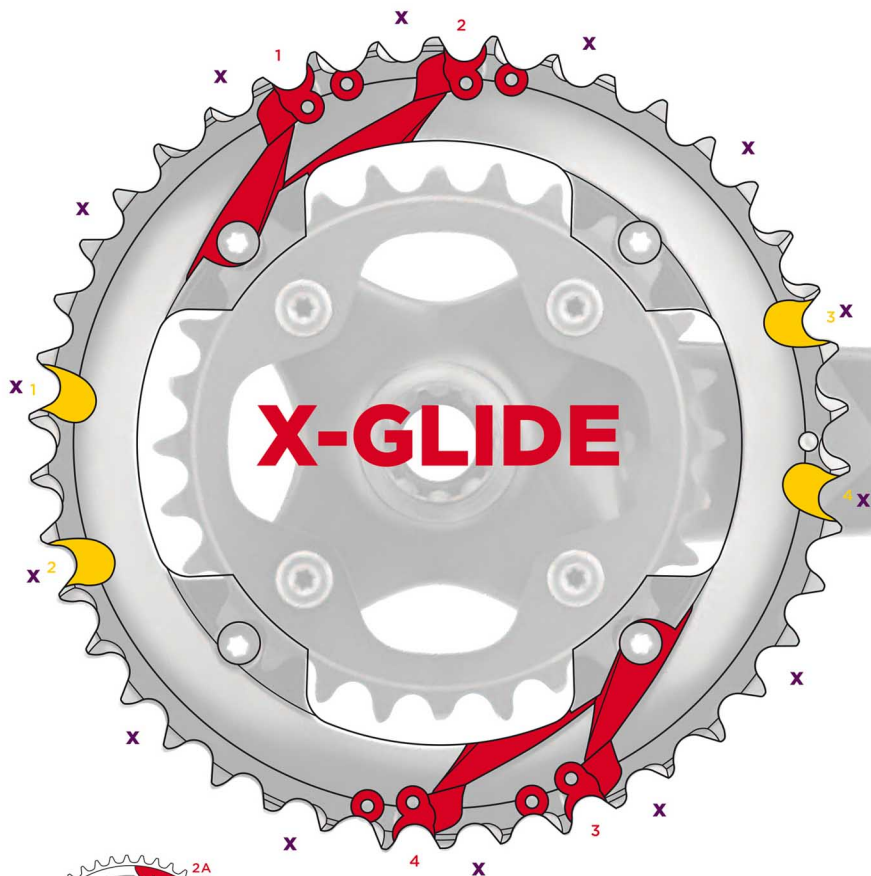
THOSE DAYS ARE OVER WITH X-GLIDE

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"



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

-  Pick-up
-  Release
-  "Sweet spot"



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





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

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.

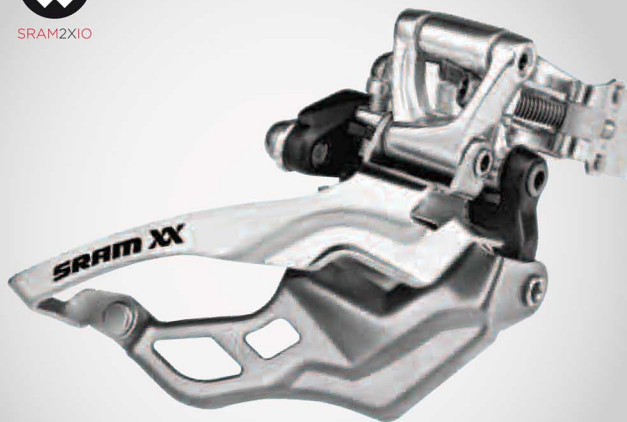
WEIGHT:	183g per pair
TECHNOLOGY:	Exact Actuation ratio for 10-speed
SPEEDS:	2X10
COMPATIBILITY:	XX 2X10 only
HARDWARE:	AL-7075-T6 and stainless steel; TORX® T25 bolts
CLAMP:	AL-6061-T6
BODY MATERIAL:	Carbon fiber top cover; composite lower cover
BLADE MATERIAL:	Carbon fiber pull; composite release
ADJUSTABILITY:	Lever blade position



SRAM



SRAM2XIO



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

SRAM

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



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

TRUVATIV



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



TRUVATIV



SRAM MTB

109

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 XO line gives you a product family ready for any XC, Trail, All-Mountain, or DH battle. The XO 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 XO brakes dish out all the power and control you can handle. It's time to ride.



SRAM2X10



TRAIL RIDER DOWNHILL CHAMPION SLOPESTYLE





HERO

XO: 10 years of winning and excellence. The new XO 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

SRAM XO 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 XO 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



SRAM XO 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

XO



SRAM



SRAM2X10

Avid XO 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



XO

TRUVATIV



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

SRAM XG-1080



SRAM

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



TRUVATIV

SRAM MTB

117



SRAM 2XIO



SRAM 3XIO



SRAM XO 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)

A full-page photograph of a male mountain biker riding a trail through a forest. The rider is wearing a white helmet, sunglasses, a dark t-shirt, and a backpack. He is leaning forward on his handlebars, and his bike is kicking up a cloud of dust from the rocky trail. The background is filled with tall, thin trees, creating a sense of depth and immersion in the natural environment.

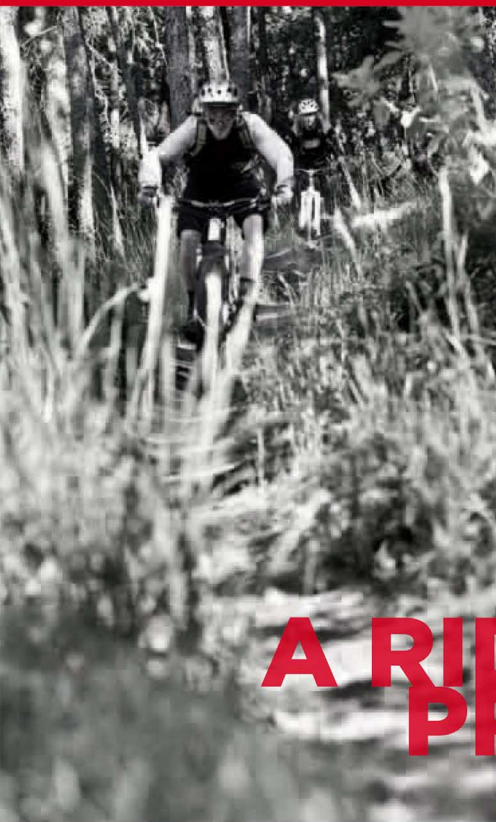
x9

**PERFORMANCE
TRAIL
TECHNOLOGY**

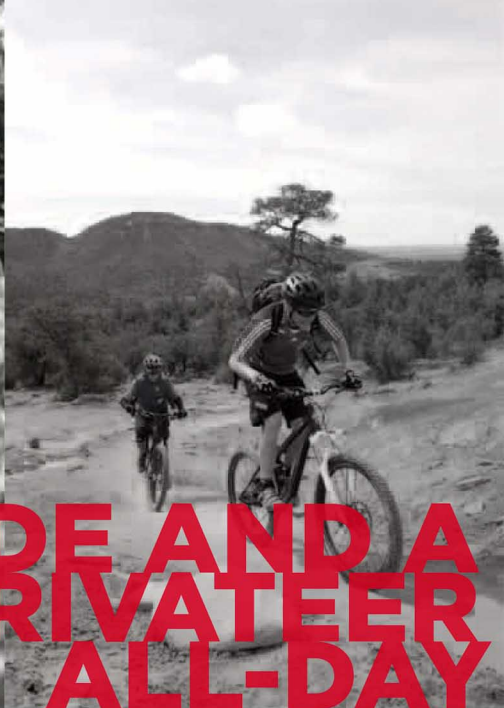
No matter what you throw at it, SRAM X9 keeps coming back for more. The all-new X9 family puts the SRAM 2X10's unrivaled shift speed and smoothness within easy reach of racers and experienced enthusiasts alike. Add Avid Elixir CR brakes with TaperBore™ Technology, and you have performance trail technology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

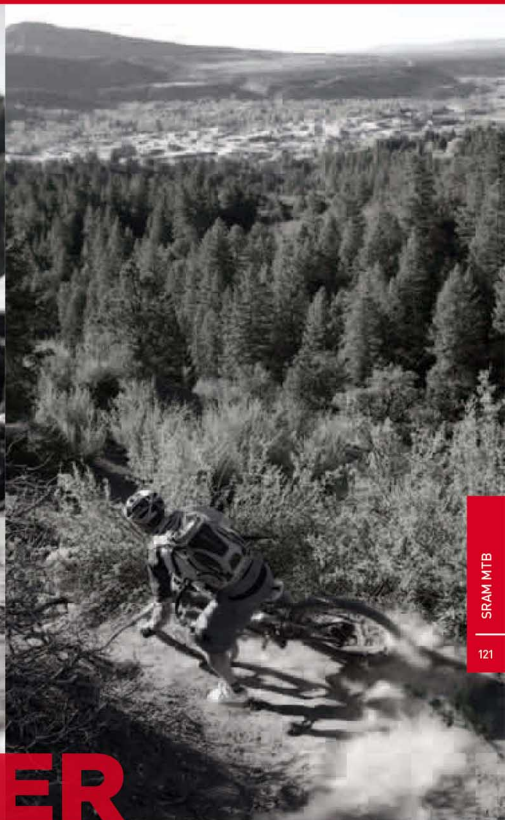


A RIDE AND A PRIVATEER ALL-DAY





BEER RACER EPIC RIDER



SRAM MTB

12





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 2X10



SRAM

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

SRAM MTB

123

Avid Elixir CB 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



ELIXIR^{CB}

ELIXIR^{CB}

X9

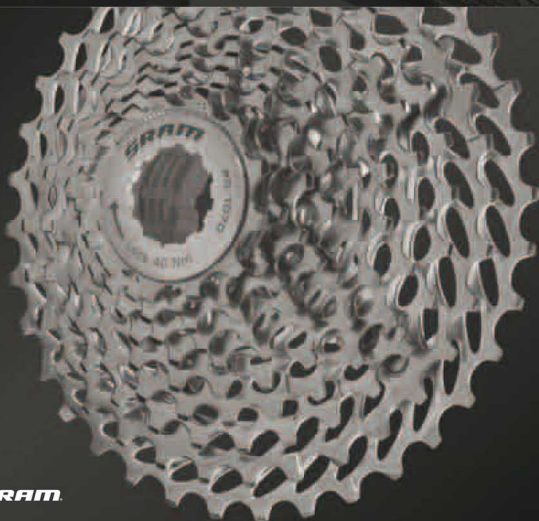


SRAM2X™

TRUVATIV

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



SRAM

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 3X10



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



TRUVATIV

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 axle options to fit your riding style - from standard axle to 20mm



SRAM

A full-page photograph of a mountain biker riding a trail in a forest. The biker is wearing a black long-sleeved shirt, dark shorts, a black helmet, and sunglasses. He is leaning forward on his bike, which is a full-suspension mountain bike. The trail is dirt and appears to be a singletrack. The forest is composed of tall, thin trees, likely pines or firs, with green foliage. The lighting is natural, suggesting daytime. The overall mood is adventurous and active.

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

SRAM

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



SRAM





SRAM



SRAM 2X10

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

SRAM MTB

131

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



SRAM

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

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 3X10



TRUVATIV

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



SRAM

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.



STANDARD 1 grey



REDWIN 1 red



NUGGET 1 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 XO DISC BRAKE

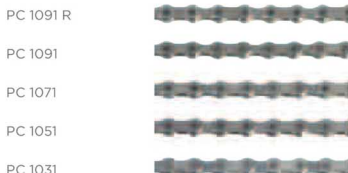




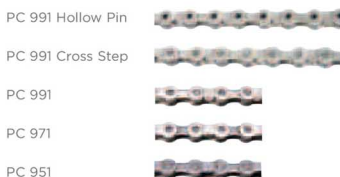
Chains

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



9-speed chains



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

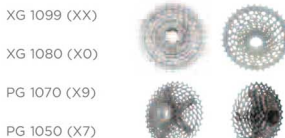
SRAM's reliable and durable cassette technology. Our cassettes' performance is optimized through tooth profile and shift ramp design for quick and positive index shifting.

POWERGLIDE II

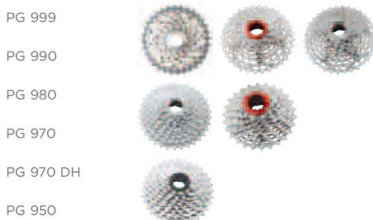
Cassettes

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



9-speed cassettes



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 Low Mount High Mount	PG 1099, 11-32 11-36	BB30 GXP PressFit GXP PressFit 30	n/a	140mm (rear only) 160/185mm	n/a
WEIGHTS	183g per pair	181g	116g: DM 118g: LM 120g: HM	185g: 11-32 208g: 11-36	694g: BB30 754g: GXP/w BB	288g: front wheel, Direct Mount, 160mm rotor	288g: front wheel, Direct Mount, 160mm rotor	n/a
TECHNOLOGIES	Exact Actuation ratio, Impulse Technology	Exact Actuation ratio, Direct Route Technology	Supports X-Glide and Exact Actuation ratio	X-Glide	X-Glide	TaperBore, Power Reserve Geometry	TaperBore, Power Reserve Geometry	n/a
SPEEDS	2X10	2X10	2X10	2X10	2X10	n/a	n/a	n/a
COMPATIBILITY	XX 2X10 or any Exact Actuation ratio RD and FD (incl. Rival, Force, RED); MMX	36-tooth	66-69° seatstay angle 15T max chainring difference/45T max chainring size	SRAM 10-speed chains (optimized for PC 1090 or PC 1090R)	SRAM 10-speed chains (see CS); GXP, PressFit GXP, BB30 MTB, PressFit 30	MMX	Direct Mount; IS Adapter	XX brakes, XX triggers; integrated with XLoc
BODY MATERIAL	Carbon fiber, composite	Carbon fiber composite, titanium, forged magnesium	Steel, forged AL-6061-T6	4130 chromoly steel (cog cluster), AL-7075-T6 (largest cog)	Carbon composite/ aluminum spider; AL-7075-T651 rings	Forged 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 titanium; 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; top or bottom pull	n/a	170, 175mm arm lengths; 26-39, 28-42 rings	MatchMaker X	3 rotor sizes	Shifter+Brake or Shifter+Brake +XLoc

XO PRODUCT LINE



SPECS	XO TRIGGER SHIFTERS	XO REAR DERAILLEUR	XO FRONT DERAILLEUR	XO CASSETTE	XO CRANK	XO BRAKES LEVER	XO 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 11-36	PF30, BB30, PF GXP and GXP, 2X10 26 39 or 28-42, 3X10 22-33-44	Carbon lever	140mm (rear only) 160/185/203mm	n/a
WEIGHTS	232g	203g	130-185g	260g	728-788g	333g (c. lever) front wheel, DirectMount 160mm rotor	333g (c. lever) front wheel, DirectMount 160mm rotor	n/a
TECHNOLOGIES	Exact Actuation, Zero Loss Travel	Exact Actuation, 36-tooth compatible	X-Glide front shifting, dual pull links	X-Dome/ X-Glide Hybrid	X-Glide front shifting, all-new carbon molding technology	TaperBore, Power Reserve Geometry	G3 CleanSweep TaperBore, 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
COMPATIBILITY	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; IS Adapter	Avid Disc- brake levers, XO 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 22-35-44	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
TECHNOLOGIES	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
COMPATIBILITY	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 performance	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
TECHNOLOGIES	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
COMPATIBILITY	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 composite P-Knuckle, serviceable sealed pulleys, 3k carbon cage	Steel cage, forged AL6061 clamp	Aluminum spider with steel cogs	X7 - AL7050 crank arms, AL7075 chainrings S1400: hollow forged AL6066 crank arms AL7075 chainrings	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 DERAILEUR	X5 FRONT DERAILEUR	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 DERAILEUR	3.0 FRONT DERAILEUR	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 DERAILEUR	3.0 FRONT DERAILEUR	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

XO shifter adjustment: The new XO 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 CO₂ 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).



◀ 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 RS-P

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



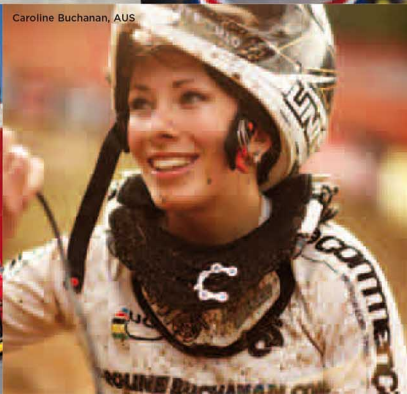
Willow Neuberger, USA



Burry Stander, RSA



Florian Vogel, SUI



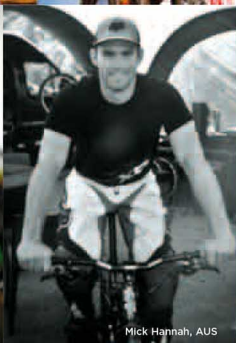
Caroline Buchanan, AUS



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 Hout (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 Kober (USA)
Sam Schultz (USA)
Heather Imiger (USA)
Russell Finsterwald (USA)

Lapierre International XX

Cedric Ravanel (FRA)
Cécile Ravanel (FRA)
Alexis Vuillemoz (FRA)

Topeak Ergon XX

Wolfram Kersch (GER)
Irina Kalenteva (RUS)
Alban Lakata (AUT)
Robert Mennen (GER)
Sally Bigham (GBR)
Dave Wiers (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)
Irian Luttendonk (BEL)
Lukas Kaufmann (SUI)

Central Ghost XX

Sabine Spitz (GER)
Lisi Ost (AUT)
Anja Gradl (GER)
Mona Eibenweiser (GER)

Felt Öztal X-Bionic XX

Karl Markt (AUT)
Simon Scheibel (AUT)
Manfred Reis (GER)

Blaza Klemencic (SLO)
Sabrina Enaux (FRA)
Adelheid Morath (GER)

Team Kenda/Seven Cycles XX

Mary McConnelough (USA)
Michael Broderick (USA)

Team Texpa - Simpson XX

Roland Golderer (GER)
Ch. Schneidawind (GER)
Lukas Gerum (GER)
David Voll (GER)
Alexander Pscheidt (GER)

Kona Factory Team (USA)

Bike Junior Team - Cube (GER)

Team Bulls (GER)

Trek Mountain 29er Crew (USA)

Individuals

Jaroslav Kulhavý (CZE)
- Brill 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 Fairclough (GBR)
Troy Brosnan (AUS)

RSP Racing - KTM

Joost Wichmann (NED)
Michael Marosi (CZE)
Tomas Slavik (SVK)
Jurg Meyer (NED)

Santa Cruz Syndicate

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

Sunn Riders Society

Romain Saladin (FRA)
Anaïs Pagot (FRA)
Remi Thirion (FRA)
Robin Wallner (SW)

GT Factory Team

Eric Carter (USA)
Marc Beaumont (GBR)
Mick Hannah (AUS)
Kevin Ando (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 Rassenmaeher

Holger Meyer (GER)
Karen Eller (GER)

Team Ghost

Johannes Fischbach (GER)
Markus Klausmann (GER)

Kona Factory Team

Joseph Smith (GER)

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 Ridle (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 Smitok (USA)

Ross Meunier (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) - c-gracing brigade

Anneke Beerten (NED) - Suspension Center

Joseph Forrester (GER)

Time Pitzke (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 Belling

Samon Cittiati

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Adrian Marcoux

Brian Pettit

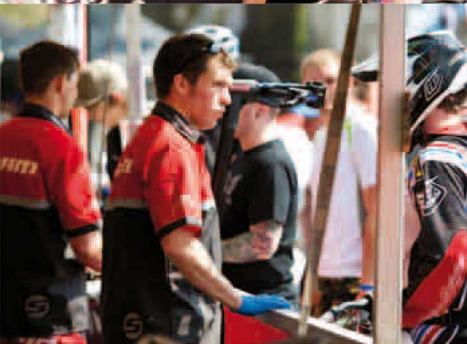
Sebastian Schieck



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.











2011 Product Guide

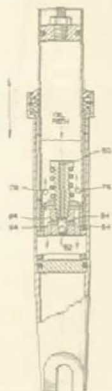
Being on the leading edge of technology isn't just our history.
It's our future.

Intro	155
Model Year 2011 Product Matrix	156
Technologies	157
Maxles	162
Reverb	163
Downhill	164
Boxer	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 tinkers 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 stomped 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 Maxie, we believe race-proven technologies shouldn't just be for racers.



MODEL YEAR 2011 FRONT SUSPENSION

	Cross Country	Trail	All Mountain	Freeride	Downhill
\$\$\$					
				BOXER BOXER WORLD CUP	
				TOTEM TOTEM RC2L TOTEM RC2 DH TOTEM RC	BOXER BOXER RC2 BOXER RC
	SD SID XX WORLD CUP SID WORLD CUP SID XX SID RLT TI SID RLT	REVELATION REVELATION XX WORLD CUP REVELATION XX REVELATION WORLD CUP REVELATION RLT TI REVELATION RLT REVELATION RL	LYRIK LYRIK RC2L LYRIK RC2 DH LYRIK RC LYRIK R		DOMAIN DOMAIN RC DOMAIN R
	REBA REBA XX 29" REBA RLT TI REBA RLT TI 29" REBA RLT REBA RLT 29" REBA RL REBA RL 29"			DOMAIN DOMAIN RC DOMAIN R	
	RECON RECON TK RECON TK 29" RECON RL RECON R	SEKTOR SEKTOR RL SEKTOR TK SEKTOR R			
	TORA TORA TK TORA TK 29"	TORA TORA 302 TORA 289			
	DART DART 3 DART 3 29" DART 2 TK DART 2 DART 1				
\$					

MODEL YEAR 2011 REAR SUSPENSION

	Cross Country	Trail	All Mountain	Freeride	Downhill
\$\$\$					
				VIVID VIVID AIR R2L VIVID AIR R2	
				VIVID VIVID R2C VIVID R2	
			MONARCH PLUS MONARCH PLUS RC3 MONARCH PLUS R		
	MONARCH MONARCH RT3 MONARCH RT MONARCH R				
	ARIO ARIO RLR ARIO RL ARIO R				
	BAR BAR R				
\$					

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 "push." 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

VARIATIONS	COMPRESSION CONFIGURATIONS		REBOUND
	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

VARIATIONS	COMPRESSION CONFIGURATIONS				REBOUND
	LOCKOUT	REMOTE	LOW SPEED	FLOODGATE	
	+	OPTIONAL	+	TWOED	+
	+	OPTIONAL	+	EXTERNAL	+



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		REBOUND
LOCKOUT		
+		+

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



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



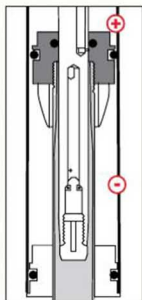
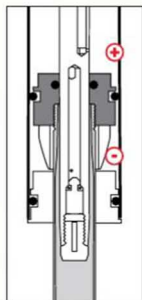
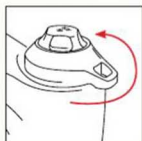
AIR U-TURN

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, Torq, 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, Torq



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, Torq, 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 of 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

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

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.



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/PopLoc - Left
- Revelation/Reba/SID BlackBox Motion Control w/PopLoc - Left
- SID 120 Motion Control w/PopLoc - Left
- SID Motion Control w/PopLoc - Left
- SID 120 BlackBox Motion Control w/PopLoc - Left
- Revelation/Reba/Sektor Motion Control w/PopLoc - 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.



MAXLE LITE

\$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

\$69.95 - 79.95

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



REAR MAXLE LITE

\$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.

Standard



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

\$379.95

ROCK
SHOX

new for 2011!

CUSTOMIZED CONTROL FOR ANY MOUNTAIN BIKE AND MOUNTAIN BIKE RIDER.

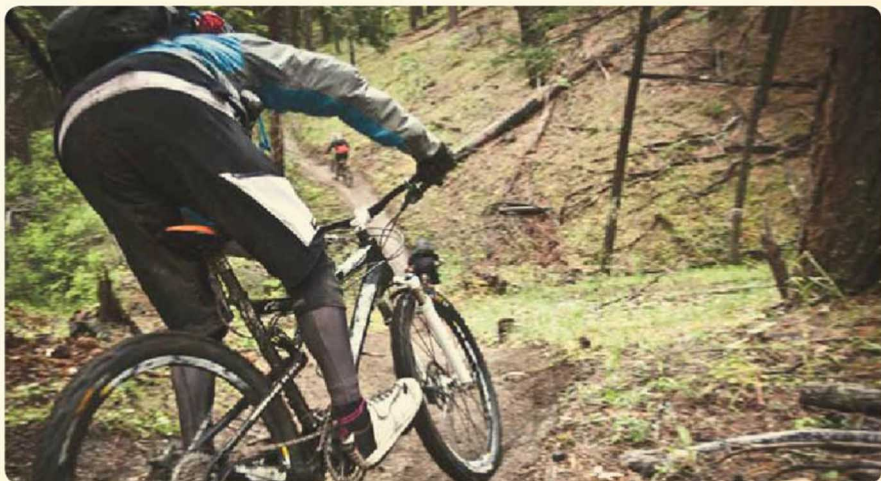
When you're ripping through rolling terrain, cranking the pedals one minute and getting off the back of the bike the next, no seat height is "just right." The all-new Reverb gives you 125mm of infinite seat-height adjustment and control of your return speed in a hydraulically actuated remote package. 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 1300mm hose length.
Uses Speed-Lube as Biked Kix.

REVERB REMOTE
CUSTOMIZED CONTROL.







DOWNHILL

**ROCK
SHOX**

\$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		STEERING	CROWN	UPPER TUBES	LOWERS
	MODEL	INTERMEDIATE	TRAVEL	WEIGHT								
DOMAIN	RC	200mm	342kg (755 lbs)	*	*	*	*	*	*	*	*	*
	S	200mm	344kg (758 lbs)	*	*	*	*	*	*	*	*	*

 COLORS: BLACK
WHITE / OPTIONAL
DECALS TO MATCH CHASSIS
OR, 15 AND 17
COLORWAYS

 FEATURING:
POWER BULGE
MAXLE LITE

*Weight based on 255mm 1 1/8" steerer with Maxle Lite and short upper crown / Maximum recommended rotor size: 255mm



VIVID AIR

VIVID AIR

\$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	MODEL	APPLICATION	WEIGHT	LOW-SPEED COMPRESSION	REBOUND ADJUST	SPRING RATE DATA	LETTERED LOW SPEED COMPRESSION	REBOUND ADJUSTMENT RANGE	SPRING AIR PRESSURE	AXIAL ADJUSTMENT RANGE	HOV	SHAFT
VIVID AIR	R2C	DL, FR, AM	530g (1.17 lbs)	*	*	*	*	*	*	*	*	*
	R2	DL, 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"), 225 x 70mm (9.0 x 2.75"), 222 x 70mm (8.75 x 2.75"), 216 x 63.5mm (8.5 x 2.5"), 210 x 57mm (8.25 x 2.25"), 200 x 51mm (7.875 x 2.0"), 200 x 51mm (7.875 x 2.0")												

REAR ONLY

HOT ROD

AIR GUIDE S

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.



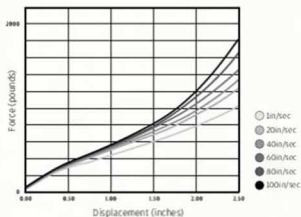
HOT ROD TECHNOLOGY

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

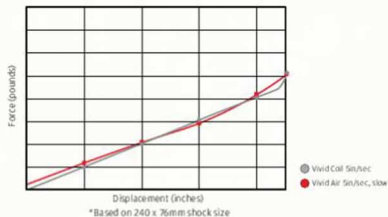
Over successive hits or a high-speed hit, the air spring will absorb the same amount of energy as a coil spring but will do it without using as much shaft travel. Boiled down—you ride higher in the stroke, leaving you with more available shaft travel for that next huge hit.

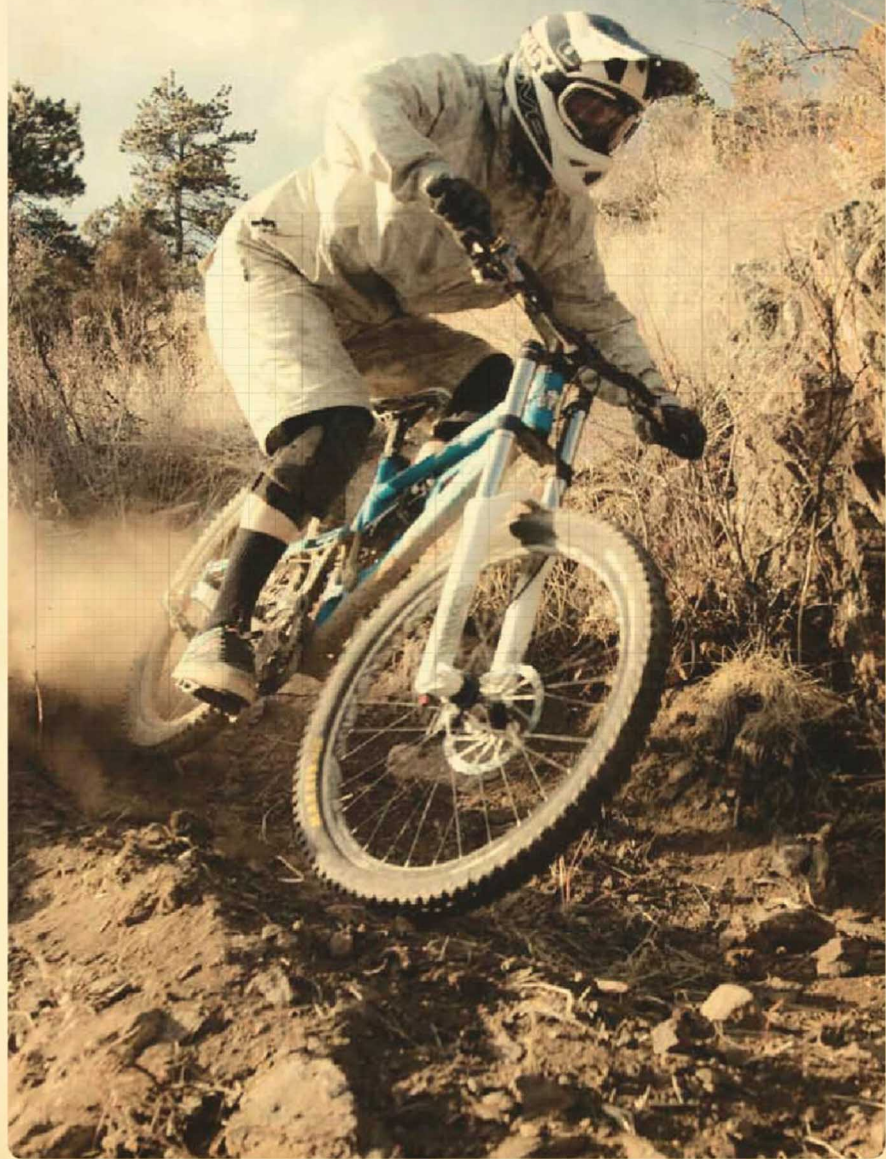


Linear Air Spring

VIVID AIR VS. VIVID COIL / Spring Curves

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







VIVID

\$499.95

Not including Spring or hardware



VIVID R2



VIVID R2C

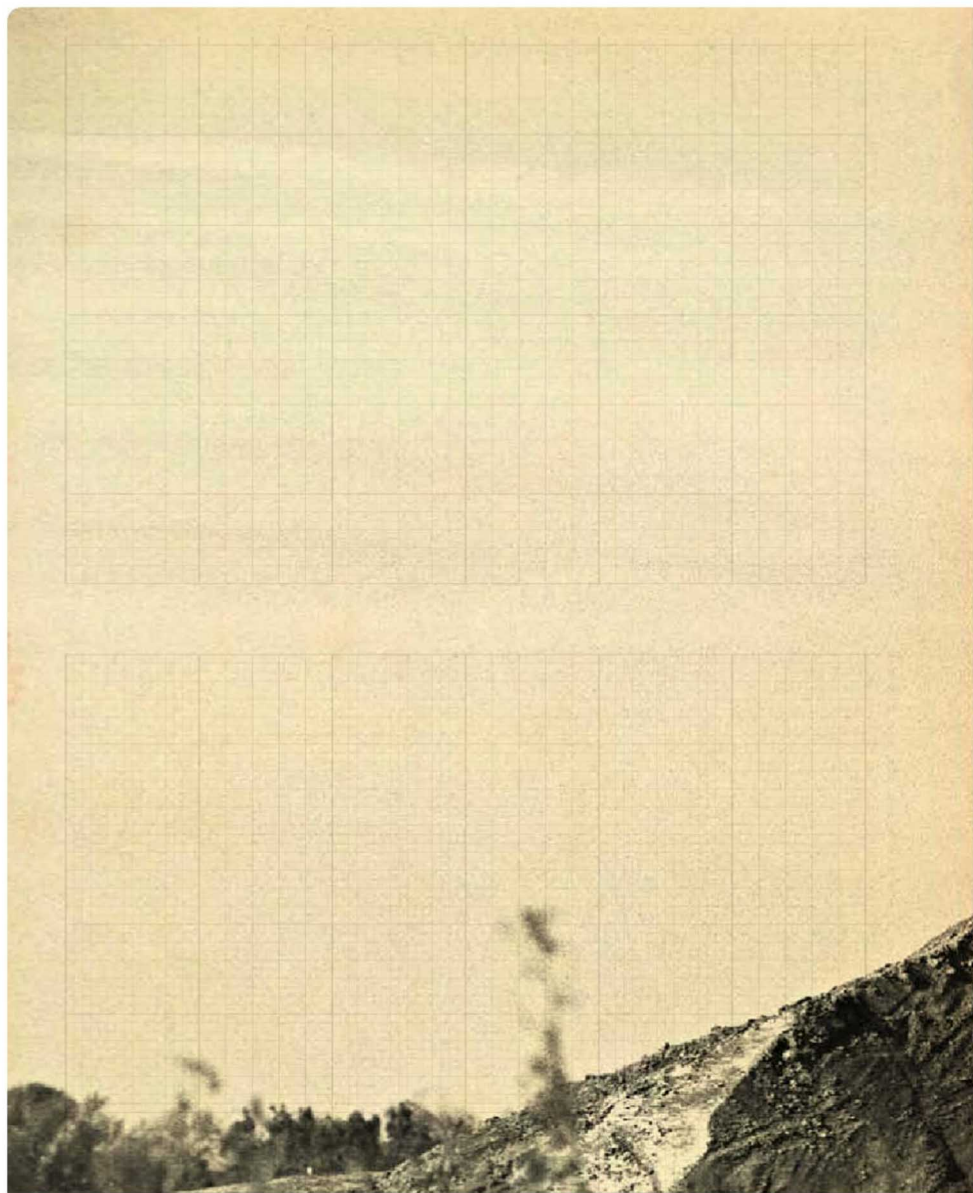
VIVID BEAUTY AND BRAWN. THE ULTIMATE COIL SHOCK.

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	MODEL	FRAME TYPE	WEIGHT	LOW-SPEED COMPRESSION	REBOUND DAMPING	SPRING	ADJUSTMENTS	ROD	SHAFT
	R2C	DIR. FR. AM	412g (1.51 lb)	*	*	* * * * *	* * * * *	*	*
	R2	DIR. FR. AM	402g (1.41 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 (7.87 x 2.25"), 200 x 55mm (7.87 x 2.17")									



ROCK
SHOX



FREERIDE



ARGYLE

RCT

\$949.95

R

\$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

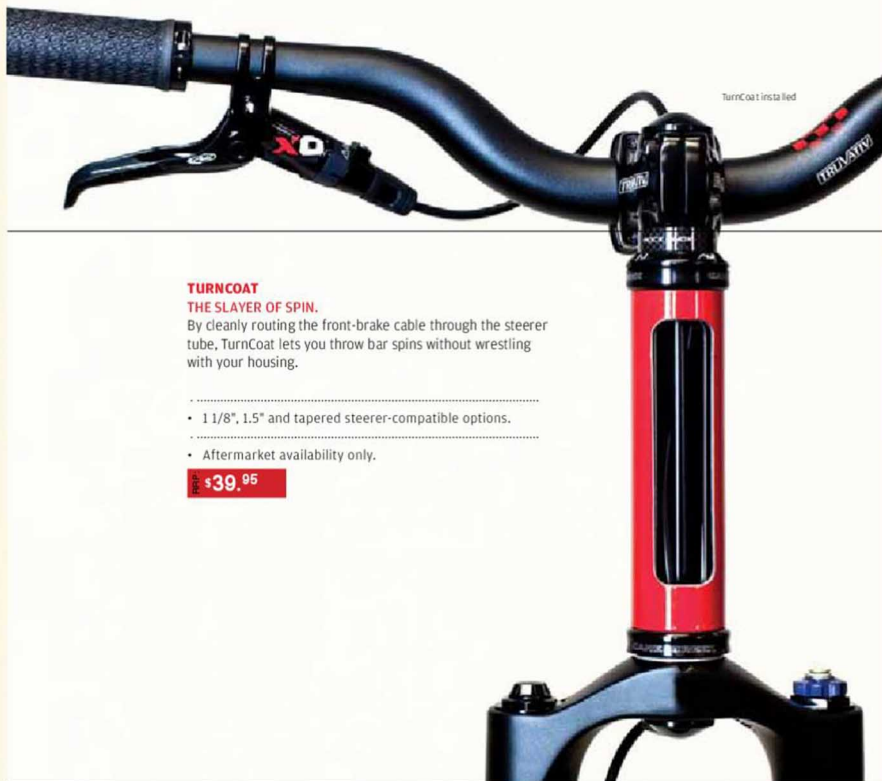
- New option for "Slopestyle" at 140mm of travel featuring aluminum upper tubes.
- Features new Maxle Lite.
- New BoXXer RED color option.
- Lighter weight.
- Available colors:   



PLATFORM				DAMPING SYSTEM		SPRING		ADJUSTMENTS		STEERING	CROWN	UPPER TUBES	LOWERS			
	MODEL	INCHES OF TRAVEL	WEIGHT	MOTION CONTROL	FOR AIR	COIL	EXTERNAL DOWNSHOCK	LOW-PISTON DOWNSHOCK	THROTTLE DOWNSHOCK	SPRING PLATE AIR PRESSURE	SPRING PLATE PLEASANT	ALUMINUM 1 1/4"	FORGED 6061 T-6 ALUMINUM	27mm 42-28 34-28 30-28 27-28 24-28 21-28 18-28 15-28 12-28 9-28 6-28 3-28	MONTECROSS 15-28 12-28 9-28 6-28 3-28	MONTECROSS 15-28 12-28 9-28 6-28 3-28
ARGYLE	RCT	FR	80/100/140mm	20.1kg (44 lbs)	*	*	*	*	*	*	*	*	*	*	*	*
	RC	FR	80/100mm	25.2kg (55.6 lbs)	*	*	*	*	*	*	*	*	*	*	*	*
	R	FR	80/100mm	24.8kg (54.6 lbs)	*	*	*	*	*	*	*	*	*	*	*	*
*Weight based on 25.5mm 1 1/8" steerer with Maxle Lite/ Maximum recommended roller size: 210mm																

COLORS:
BOXXER RED, BLACK,
WHITE

FEATURES:
AIR CURVES
MAXLE LITE



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.

\$39.95



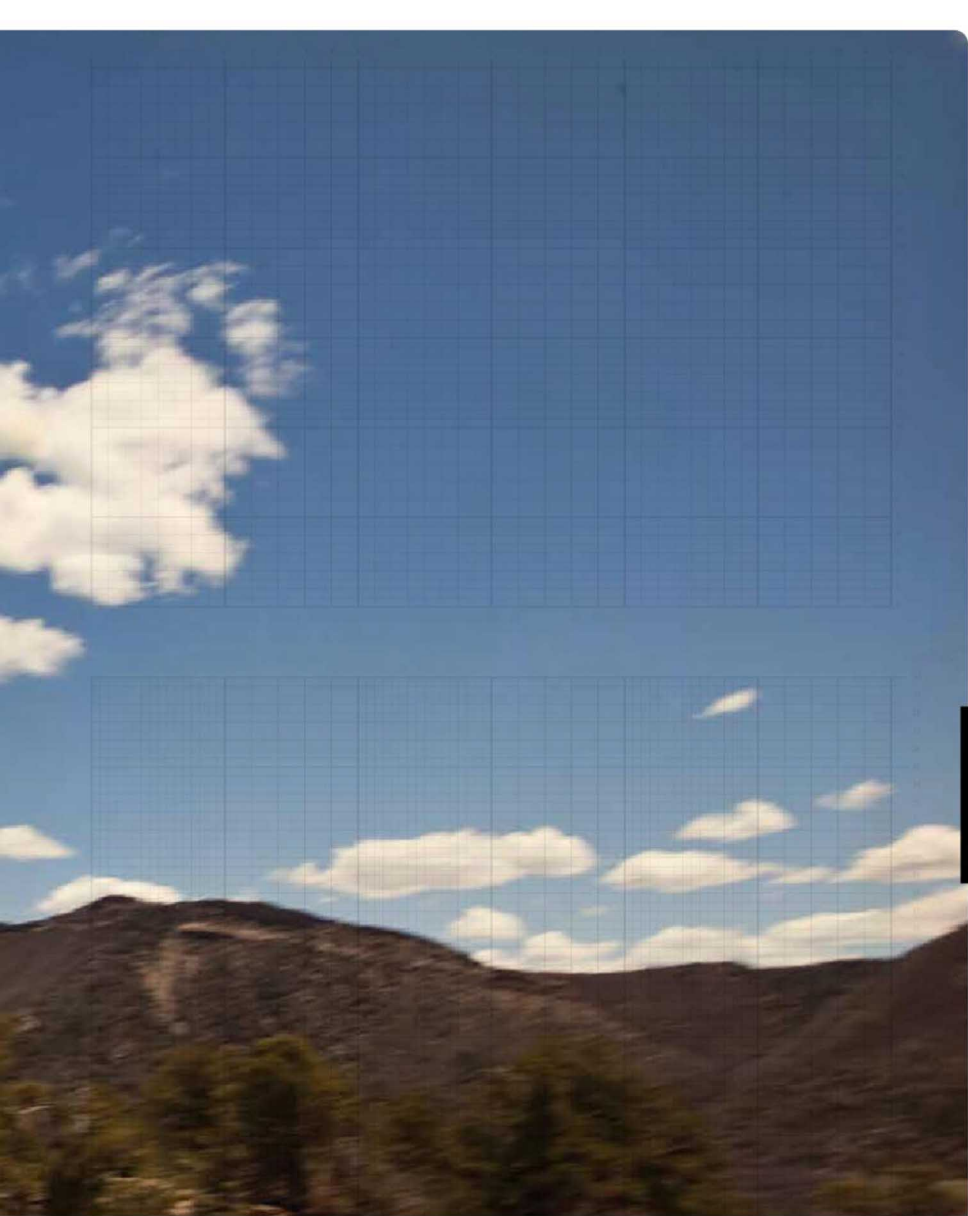
1 1/8"

1.5"

Tapered



**ROCK
SHOX**



ALL MOUNTAIN


LYRIK

 RC2L
 \$1649.95

 RC2DH
 \$1549.95

 RC
 \$1449.95

 R
 \$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:   





PLATFORM				DAMPING SYSTEM				SPRING		ADJUSTMENTS						STEERER	CROWN	UPPER TUBES	LOWERS					
	MODEL	HYDRAULIC OIL	TRAVEL	WEIGHT	MOTION CONTROL	MOTION CONTROL ON	MOTION CONTROL IS	DUAL TONN	2-STEP	LONG TRAVEL LOCK-ON	CROWN TONN	2-WAY	EXTERNAL RACING-STEERING ADJUSTMENT	EXTERNAL RACING-STEERING ADJUSTMENT	LOW AND HIGH RATE ADJUSTMENT	LOW-RATE COMPRESSION	HIGH-RATE COMPRESSION	SPRING FOR AMP PRECISION	SPRING FOR PRELOAD	ALUMINUM TAPERED 1.5" x 1.5" TUBES 10-1.5" AVAILABLE	FORGED ALUMINUM 4-BAY	2-WAY TOOL RELEASED STEERING ADJUSTMENT (100% TRAVEL) 4-BAY (100% TRAVEL)	WORKING MAG LITE FORMULA	
LYRIK COLORS: DIFFUSION BLACK, BLACK, WHITE / OPTIONAL DECALS TO MATCH SHOX 40 & X9 COLORWAYS FEATURING: PAPER BAGGE AIR GUIDES TRAVEL GRADIENTS MAG LITE	RC21	AM	115 - 160mm	2393g (5.27 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
			160/170mm	2180g (4.80 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
			115 - 160mm	2426g (5.34 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
			160/170mm	2367g (5.22 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	RC2	AM	115 - 160mm	2393g (5.27 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
			160/170mm	2180g (4.80 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
			115 - 160mm	2426g (5.34 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
			160/170mm	2367g (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	2351g (5.19 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	R	AM	115 - 160mm	2340g (5.15 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
			160/170mm	2122g (4.68 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
			115 - 160mm	2371g (5.22 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
			160/170mm	2336g (5.10 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*

*Weight based on 26.5mm 1 3/8" steerer with Mag-Lite / Maximum recommended rotor size: 210mm

*Weight based on 26.5cm 1 1/8" steerer with Mag LITE / Maximum recommended rider size: 210cm



monarch plus

\$599.⁹⁵MONARCH PLUS RC3
(High Volume Can Pictured)MONARCH PLUS R
(High Volume Can Pictured)**MONARCH PLUS**

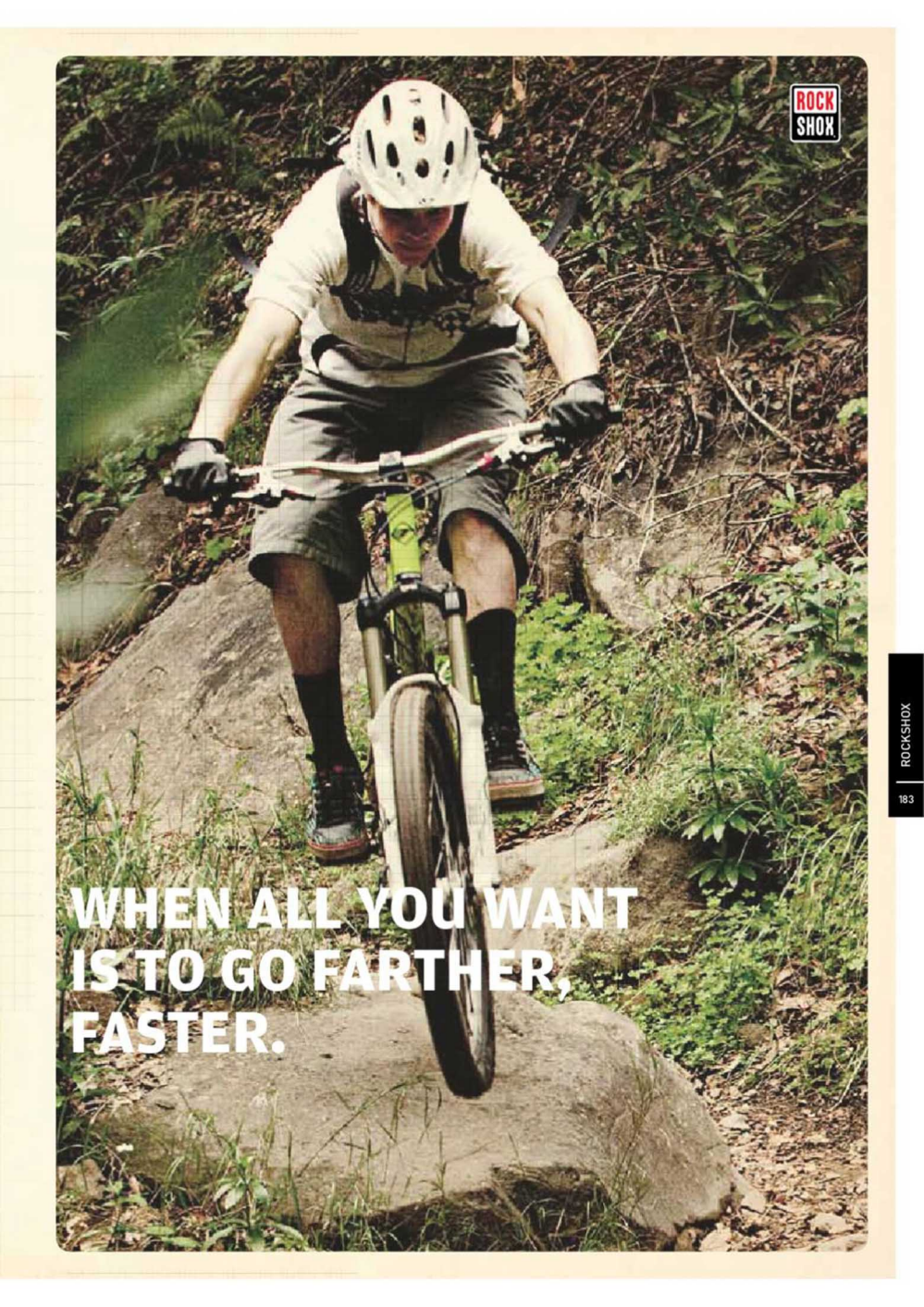
Monarch Plus fuses the exemplary weight of the Monarch with an all-new Solo Air system and damper design similar to Vivid Air to create a lightweight package that tackles all-mountain riding like it was born to bomb downhill. This air shock with piggyback reservoir incorporates Dual Flow rebound and 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	SHOFT
	MODEL	INTERNAL OIL	WEIGHT	PISTON & RING TYPE	SOLO AIR	EXTERNAL REBOUND COMPRESSION	REBOUND-STEERING REBOUND	SPRING AIR & AIR PRESSURE	AXIAL ADJUSTMENT FORCES ALUMINUM
MONARCH PLUS	RC3	AM	355g (1.78 lbs)	*	*	*	*	*	*
	R	AM	350g (1.77 lbs)	*	*	*	*	*	*
*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									

MONARCH PLUS
REAR SHOCK
AIR COILS
SAG GRADIENTS

A full-page photograph of a mountain biker descending a steep, rocky trail. The rider is wearing a white helmet, a white short-sleeved jersey, dark shorts, black socks, and black shoes. They are leaning forward in an aggressive riding posture. The trail is composed of large, light-colored rocks and is surrounded by dense green foliage and ferns. The lighting is bright, suggesting a sunny day.

ROCK
SHOX

**WHEN ALL YOU WANT
IS TO GO FARTHER,
FASTER.**



**ROCK
SHOX**



TRAIL



REVELATION

XXWC

\$1699.⁹⁵

XX

\$1199.⁹⁵

RLT Ti

\$1099.⁹⁵

RLT

\$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 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:   





PLATTFORM				DAMPING SYSTEM				SPRING				ADJUSTMENTS				STEERING	CROWN	UPPER TUBES	LOWERS	REMOTE
	MODEL	WHEEL SIZE	TRAVEL	WEIGHT (INCLUDES BATTERIES)	24 MOUNTAIN (200 lbs)	MAXIMUM WEIGHT (200 lbs)	MAXIMUM WEIGHT (200 lbs)	MAXIMUM WEIGHT (200 lbs)	MAXIMUM WEIGHT (200 lbs)	MAXIMUM WEIGHT (200 lbs)	MAXIMUM WEIGHT (200 lbs)	MAXIMUM WEIGHT (200 lbs)	MAXIMUM WEIGHT (200 lbs)	MAXIMUM WEIGHT (200 lbs)	MAXIMUM WEIGHT (200 lbs)	MAXIMUM WEIGHT (200 lbs)	MAXIMUM WEIGHT (200 lbs)	MAXIMUM WEIGHT (200 lbs)	MAXIMUM WEIGHT (200 lbs)	MAXIMUM WEIGHT (200 lbs)
REVELATION COLORS: BLACK, WHITE, KEVIN'S™ GREY, PINK, ORANGE COLOR MATCH DECALS AVAILABLE FEATURES: POWER BRIDGE AIR CARBON TAPERED CARBON STEERING MAKE LIFE	XX World Cup	TR	130/140/150mm	1489g (3.28 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
			120 - 150mm	1580g (3.49 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	XX	TR	130/140/150mm	1636g (3.61 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
			120 - 150mm	1727g (3.81 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	World Cup	TR	130/140/150mm	1489g (3.28 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
			120 - 150mm	1579g (3.46 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	RLT T1	TR	130/140/150mm	1636g (3.61 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
			120 - 150mm	1727g (3.81 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	RLT	TR	130/140/150mm	1670g (3.67 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
			120 - 150mm	1791g (3.95 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	RL	TR	130/140/150mm	1670g (3.67 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
			120 - 150mm	1791g (3.95 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*

*Weight based on 200mm 1 1/8" steerer or tapered carbon crown steerer where applicable, 30mm axle / Maximum recommended rotor size: 210mm



SEKTOR

RL

\$649.95

TK

\$599.95

R

\$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	POWER LEVER	TRAVEL	WEIGHT	MOTION CONTROL	TURNKEY	COIL U-TURN	COIL	EXTERNAL REBOUND	EXTERNAL REBOUND	EXTERNAL REBOUND	EXTERNAL REBOUND	EXTERNAL REBOUND
SEKTOR	RL	TR	130/140/150mm	1.83 kg (4.05 lbs)	*	*	*	*	*	*	*	*
		TR	100 - 150mm or 100 - 140mm	2.08kg (4.65 lbs)	*	*	*	*	*	*	*	*
		TR	130/140/150mm	2.11kg (4.67 lbs)	*	*	*	*	*	*	*	*
SEKTOR	TK	TR	130/140/150mm	1.82 kg (4.02 lbs)	*	*	*	*	*	*	*	*
		TR	100 - 150mm or 100 - 140mm	2.07kg (4.57 lbs)	*	*	*	*	*	*	*	*
		TR	130/140/150mm	2.10kg (4.63 lbs)	*	*	*	*	*	*	*	*
SEKTOR	R	TR	130/140/150mm	1.78kg (3.94 lbs)	*	*	*	*	*	*	*	*
		TR	100 - 150mm or 100 - 140mm	1.97kg (4.36 lbs)	*	*	*	*	*	*	*	*
		TR	130/140/150mm	1.96kg (4.34 lbs)	*	*	*	*	*	*	*	*

*Weight based on 26.5mm 1 1/8" steel steerer, 9mm axle / Maximum recommended rotor size: 210mm

COLORS:
BLACK, DIFFUSION
BLACK, WHITE,
SHARK FIN AND 12
COLOR-MATCH
DECALS
AVAILABLE

FEATURING:
POWER BULGE
AIR GUIDES
TRAVEL ADJUSTMENT
MAXLE LITE





TORA

302

\$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		MODEL	INTECH/STROKE	TRAVEL	WEIGHT	TURNKEY	SOLO AIR	COIL & U-TURN	EXTERNAL REBOUND LOCKOUT	SPRING FOR AIR/SPRING LOCK	EXTERNAL LEVEL	STEEL TIT*	ALUMINUM 1.0"	FORGED 1.5" & 6061 ALUMINUM	21MM STEEL CROWN	MAXIMUM 6.000-40MM	POSSIBLE 4-100-40MM	OPTIONS
TORA TRAIL	302	TR	120/130mm	2340g (5.15 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*	*
				85 - 130mm	2400g (5.3 lbs)	*	*	*	*	*	*	*	*	*	*	*	*	*
				289	TR	85 - 130mm	2360g (5.2 lbs)	*	*	*	*	*	*	*	*	*	*	*

FEATHERING AIR GUIDES

*Weight based on 25.5mm 1.1/8" steel steerer, 30mm QR / Maximum recommended rider size: 210mm

monarch

\$399.95



TRACTION LIKE YOU NEVER FELT BEFORE.

Updates for Model Year 2011

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

MONARCH AIR SPRING CURVES / 2010 vs. 2011

The graph shows Force on the y-axis and Distance on the x-axis. Two curves are plotted: a grey curve for 2010 and a red curve for 2011. The red curve is consistently above the grey curve, indicating that for any given distance, the force was higher in 2011 than in 2010. The curves start at the origin and increase at an increasing rate.

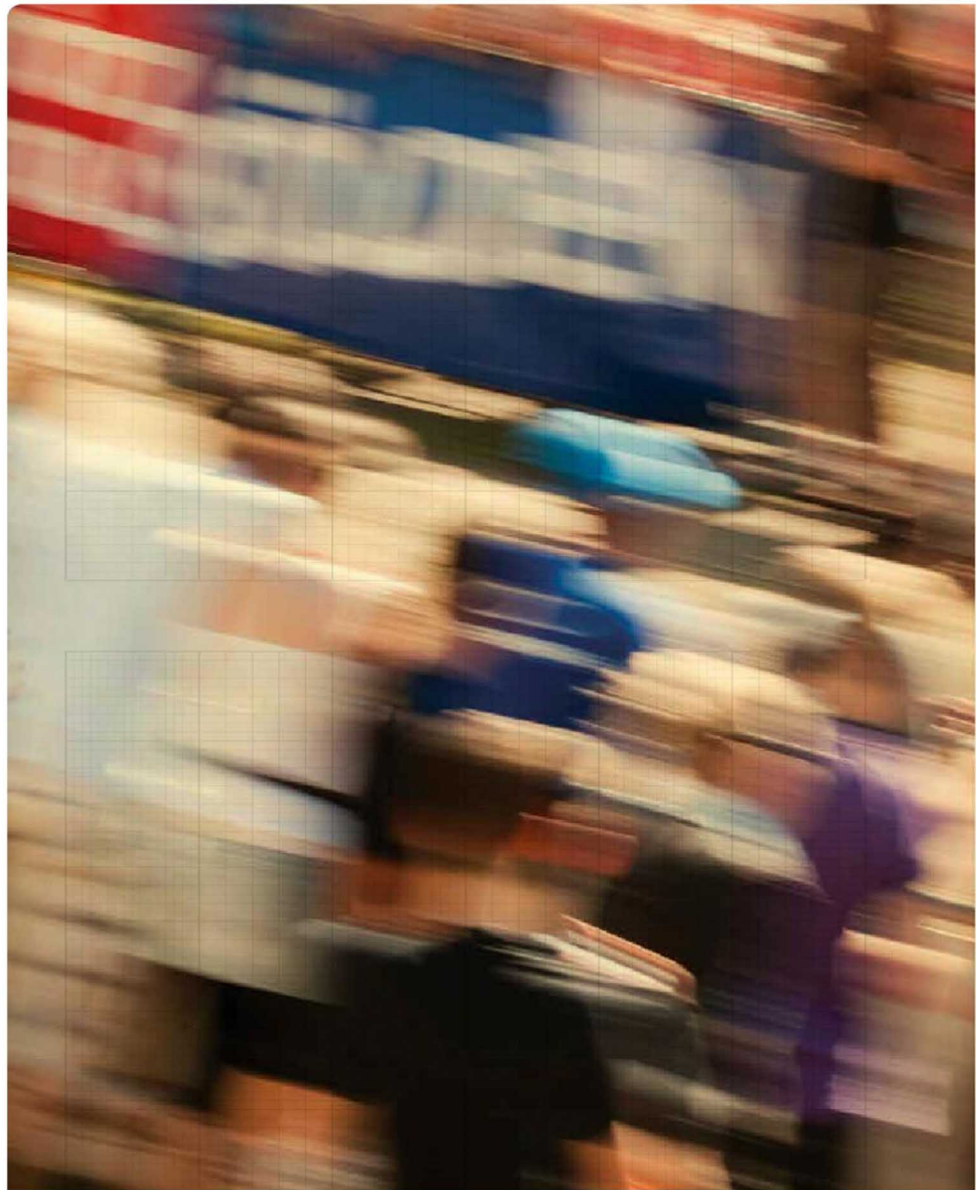
*Based on 165 x 38mm shock size w/standard air can

PLATT DIM			DAMPING	REBOUND DAMPING	SPRING	ADJUSTMENTS		CHASSIS			
MODEL	INTERIOR SIZE	WEIGHT	HYDRAULIC WITH TOP	SHOCK LUMP	SHOCK AIR	STIFFNESS REBOUND TRAILS TRAIL SHOCK	2-WAY VALVE PRELOAD W/ADJUSTERS	2-WAY VALVE PRELOAD W/ADJUSTERS	SPRING RATES & MOUNTING	SHOCK RATES & MOUNTING	NEW TEST ALUMINUM PARTS
MONARCH	RT3	KC, TR, AM	215g (47 lb)	*	*	*	*	*	*	*	*
	RT	KC, TR, AM	210g (46 lb)	*	*	*	*	*	*	*	*
FEATHERING SAG GRADIENTS	R	KC, TR, AM	210g (46 lb)	*	*	*	*	*	*	*	*

*Weight based on 168 x 138mm eye to eye with no mounting hardware / Available Coe® gratings: 152 x 13mm (6 x 1.25), 145 x 138mm (6.5 x 1.5), 190 x 50mm (7.5 x 2.0), 200 x 50 or 57mm (7.875 x 2.0 / 2.25), 216 x 63mm (8.5 x 2.5), 222 x 66mm (8.75 x 2.6)

**TRACTION
LIKE YOU NEVER
FELT BEFORE.**







CROSS COUNTRY

**ROCK
SHOX****SID**

SID World Cup (Featured) 120mm travel

XXWC

\$1599.95

XX

\$1199.95

RLT Ti

\$1199.95

RLT

\$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



REBA

XX29"

MSRP \$1199.95

RLT T 129"

MSRP \$1099.95

RLT

MSRP \$749.95

RLT 29"

MSRP \$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		SPRINGS		ADJUSTMENTS		STEERING	CROWN	UPPER TUBES	SEWERS	REMOTE
MODEL	INTERFACES	TRAVEL	WEIGHT (F-CURVED) (kg/lb)	17mm CAPSULE	BLACKBOX MOTION CONTROL	XX MOTION CONTROL	AIR U-TURN	XX29" (F-CURVED)	XX29" (F-CURVED)					
REBA	XX 29"	X.C. TR	80/100/120mm	1713kg (3.75 lbs)	*	*	*	*	*	*	*	*	*	*
	RLT 129"	X.C. TR	80/100/120mm	1620g (3.57 lbs)	*	*	*	*	*	*	*	*	*	*
	RLT 129"	X.C. TR	90-120mm	1702g (3.75 lbs)	*	*	*	*	*	*	*	*	*	*
	RLT 129"	X.C. TR	80/100/120mm	1698g (3.74 lbs)	*	*	*	*	*	*	*	*	*	*
REBA	RLT 129"	X.C. TR	90-120mm	1780g (3.92 lbs)	*	*	*	*	*	*	*	*	*	*
	RLT 129"	X.C. TR	130/140mm	1869g (4.1 lbs)	*	*	*	*	*	*	*	*	*	*
	RLT	X.C. TR	80/100/120mm	1625g (3.58 lbs)	*	*	*	*	*	*	*	*	*	*
	RLT 29"	X.C. TR	80/100/120mm	1698g (3.74 lbs)	*	*	*	*	*	*	*	*	*	*
REBA	RLT 29"	X.C. TR	90-120mm	1780g (3.92 lbs)	*	*	*	*	*	*	*	*	*	*
	RLT 29"	X.C. TR	130/140mm	1869g (4.1 lbs)	*	*	*	*	*	*	*	*	*	*
	RL	X.C. TR	80/100/120mm	1625g (3.58 lbs)	*	*	*	*	*	*	*	*	*	*
	RL 29"	X.C. TR	80/100/120mm	1698g (3.74 lbs)	*	*	*	*	*	*	*	*	*	*
REBA	RL 29"	X.C. TR	90-120mm	1780g (3.92 lbs)	*	*	*	*	*	*	*	*	*	*
	RL 29"	X.C. TR	130/140mm	1869g (4.1 lbs)	*	*	*	*	*	*	*	*	*	*
	RL	X.C. TR	80/100/120mm	1625g (3.58 lbs)	*	*	*	*	*	*	*	*	*	*
	RL 29"	X.C. TR	80/100/120mm	1698g (3.74 lbs)	*	*	*	*	*	*	*	*	*	*
REBA	RL 29"	X.C. TR	90-120mm	1780g (3.92 lbs)	*	*	*	*	*	*	*	*	*	*
	RL 29"	X.C. TR	130/140mm	1869g (4.1 lbs)	*	*	*	*	*	*	*	*	*	*
	RL	X.C. TR	80/100/120mm	1625g (3.58 lbs)	*	*	*	*	*	*	*	*	*	*
	RL 29"	X.C. TR	80/100/120mm	1698g (3.74 lbs)	*	*	*	*	*	*	*	*	*	*

*Weight based on 260mm 1.1/8" steerer. 9mm axle / Maximum recommended rider is 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





RECON

GOLD

 RL
 \$649.95

 TK
 \$599.95

 TK29*
 \$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	HYDRA-RACE	TRAVEL	WEIGHT	MOTION CONTROL FORK	SHOCK	COIL	EXTENSION RING	LEG PISTON POSITION	LOCKOUT	SPRING IN / IN PRESSURE	SPRING IN / PRELOAD	SLIDER FEEL / IN	SLIDER FEEL / OUT	SLIDER STOP / 1.5" & 1.1"	FORK & CROWN / 40mm / 40mm	FORK & CROWN / 40mm / 40mm	20mm / 20mm





RECON

SILVER

TK
\$469.95

R
\$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	HYDRA-RACE	TRAVEL	WEIGHT	FORKSET	32mm AIR	COIL	EXTERNAL REBOUND (LOCKSET)	SPRINGS FOR AIR PRELOAD	SPRINGS FOR PRELOAD	4130 STEEL 1.5"X1" TAPERED AIR-LOCK	4130 STEEL 1.5"X1" TAPERED AIR-LOCK	4130 STEEL 1.5"X1" TAPERED AIR-LOCK	4130 STEEL 1.5"X1" TAPERED AIR-LOCK
RECON SILVER	TK	XC	90/100/120mm	2060g (4.56 lbs)	*	*	*	*	*	*	*	*	*
			80/100/120mm	2228g (4.91 lbs)	*	*	*	*	*	*	*	*	*
	TK 29"	XC	90/100mm	2186g (4.87 lbs)	*	*	*	*	*	*	*	*	*
			80/100/120mm	2009g (4.43 lbs)	*	*	*	*	*	*	*	*	*
R	XC	XC	80/100/120mm	2158g (4.78 lbs)	*	*	*	*	*	*	*	*	*
			80/100/120mm	2158g (4.78 lbs)	*	*	*	*	*	*	*	*	*

COLORS: BLACK, WHITE, SILVER, DIFFUSION BLACK, DIFFUSION SILVER
 IF ASHING: POWER BULGE, AIR GUIDES

*Weight based on 25.5mm 1.1" steel steerer, 3mm QR / Maximum recommended rider size: 210mm



part

XC
\$199.⁹⁵



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	STANDARD SIZE	WEIGHT	Solo Air	2-Position (1.5mm)	2-Position (1.5mm) / 1.5mm / 1.5mm / 1.5mm	2-Position (1.5mm) / 1.5mm / 1.5mm / 1.5mm
BAR	R, XC, TR	25kg (55 lb)	*	*	*	*

*Weight based on 365mm eye-to-eye with no mounting hardware / Available Configurations: 365 x 38mm (6.5 x 1.5"), 190 x 50mm (7.5 x 2.0"), 200 x 50mm (7.875 x 2.0")











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.

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

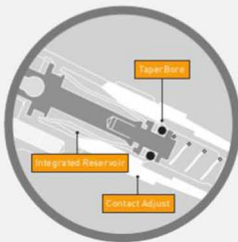
FREERIDE

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.



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.



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.

PERFECT HARMONY WITH YOUR HAND



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



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 Taper Bore™ 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

Taper Bore 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 ClearCoat™ 160 / 185 / 203mm

FINISH

Ano Dye, 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	63 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 Bar-rip
LEVER	Taper Bore 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	63 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



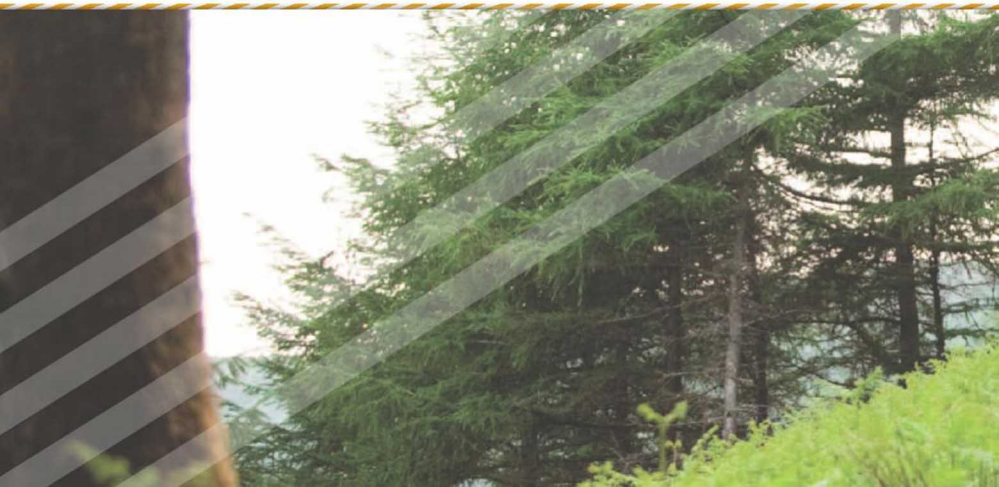
CONTROL. AT YOUR FINGERTIPS.

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





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 bangs
PAD TYPE	Sintered, top-loading
ROTOR	03 CleanSweep 160 / 185 / 203mm (140mm rotor available for rear only)
FINISH	Body and Caliper: Gloss Black, White or X7 Color Match Storm Grey, Lever: Aluminum





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 tooling 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.

ELIXIR⁵



INTENDED USE	XC / Trail / AM / FR
WEIGHT	392 grams
FEATURES	Tooling 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



SHINY
NEW

POWER, PERFORMANCE AND VALUE: CHOOSE ALL THREE.

With features that matter, the Elixir 3 offers ambidextrous levers complete with our standout Taper Bore Technology and convenient tool 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.

Elixir³



INTENDED USE	XC / Trail / AM / FR
WEIGHT	405 grams
FEATURES	Tooled Reach Adjust
LEVER	Taper Bore 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-Align Caliper 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	02 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	02 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	02 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	02 CleanSweep™ 160 / 185 / 203mm (140mm rotor available for rear only)
FINISH	Platinum





WHEN GOOD BRAKES AREN'T GOOD ENOUGH.

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 adjuster 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.

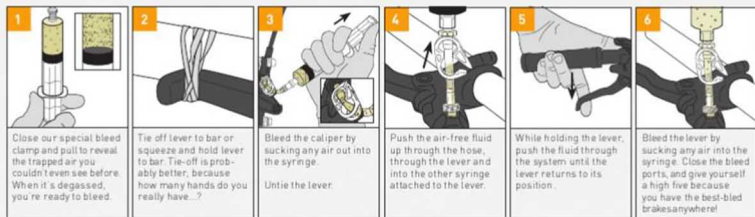
SYMPTOM	FIRST TRY THIS	THEN TRY THIS
Short deadband	Check for DOT fluid overflow*	Bleed the brake
Long deadband	Advance the pads*	Bleed the brake
Sticky pistons	Advance the pads	Lubricate with DOT fluid or Avid DOT compatible grease**
Poor pad retraction	Advance the pads	Check for DOT fluid overflow
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 ruin 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.

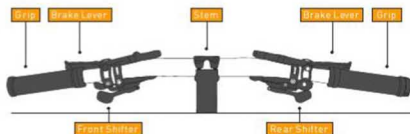
If you follow the extremely simple steps described below, you can set up your bike's cockpit just like the pros do. You'll be amazed by the difference it'll make.

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.



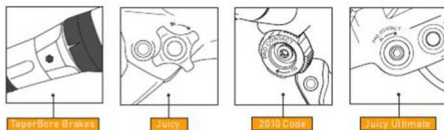
- Note:** This is the part of the process that people get wrong more than any other. Because it looks tidy, people tend to position the brake lever against the grip. That actually creates a problem because it positions your fingers too close to the pivot of the lever. The closer your fingers are to the 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

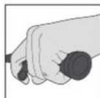


On Avid brakes, the reach adjustment is always going to be a knob on the front of the lever, or a hex wrench bolt near the pivot. The goal here is to position the lever's bend exactly at the base of your first knuckle on your forefinger, so turn the reach adjuster until you get there.

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 owner's 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!

TRUVATT



GXP



GXP **EXTERNAL BOTTOM BRACKET**

BEARING LIFE

Our new Gutter Seal system takes a two-stage approach in directing contaminants 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



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



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™



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.

POWERGLIDE™



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™



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.



TRUVATIV



SRAM2X10

CRANKSETS



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


MGP
GXP

3.3 TEAM

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
GXP

OCT 3.3

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
GXP

3.3

- 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 SPUR 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 (620MMX15MM) 245G (680MMX15MM)

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.



HammerSchmidt AM

RIDE IT. BELIEVE IT.

- ARM-LENGTH OPTIONS: 170, 175
- AL-7050-T6
- COLOR: TUNGSTEN GREY
- BASED ON HOWITZER BB
- 15MM CRANK BOLT
- CHAINRING 22 OR 24 TEETH
- WEIGHT: 1623G (COMPLETE ASSEMBLY W/ BB)



STYLO GXP OCT

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 GXP 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
- 89 SPEED
- WEIGHT: 900G (W/BB)



blaze 3.1 HW

- 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-6061
- 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 (W/680MMXR20MMXC31.8MM)

ALSO AVAILABLE

- STYLO RACE RISER BAR, STYLO SL RISER BAR



aka 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)



TRUVATIV





FREE-RIDE & DOWNHILL

TRUVATIV



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 & DOWNHILL
COLLECTION

FREERIDE AND



HammerSchmidt FR

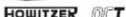


RIDE IT. BELIEVE IT.

- 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



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



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, BOXER FORK
- FORGED AL-7050 ALLOY
- STEEL HARDWARE
- 31.8MM BAR CLAMP
- 50MM AND 60MM LENGTHS
- COLORS: BLACK, WHITE, BOXER RED
- WEIGHT: 190G (60MM)



HOLZFELLER STEM

THE BEAST GOES ON A DIET!

- 20 GRAMS LIGHTER THAN 2010
- FORGED AL-6066 THEN CNC'D 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: 70MM
- 20MM, 30MM, 40MM AND 50MM RISE OPTIONS
- WEIGHT: 260G (W70XR20MM)

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 HARD CORE.

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

**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

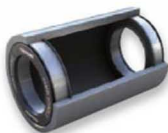
- CERAMIC - CERAMIC BEARINGS, RED ANO FINISH (102G)
- TEAM - CUSTOM STEEL BEARINGS, TUNGSTEN GREY FINISH (106G)
- XR - CUSTOM STEEL BEARINGS, BLACK FINISH (107G)

**GXP**

PRESS FIT

CUT WEIGHT, NOT PERFORMANCE.

- GXP COMPATIBLE
- EASY INSTALLATION
- PRESSFIT CUPS FOR LIGHTER WEIGHT
- TWO FULLY SEALED CARTRIDGE BEARINGS
- 52MM SHELL WIDTH (STANDARD GXP IS 68MM OR 73MM)
- 51MM CHAINLINE
- 37X2-0X8 STANDARD BEARING SIZE
- INTENDED USE: CROSS COUNTRY AND TRAIL
- WEIGHT: 83G CERAMIC / 94 GRAMS STANDARD



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

**PF+30**

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: 305 GRAMS

BOTTOM BRACKETS		BB SHELL	CUP THREADS	CHAINLINE	SPACER*	COMPATIBLE E-TYPE/FIT CHAINCODE
MODEL DESCRIPTION / #						
Housing XRL & Trax	GXP	69mm	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	-
	BB 30MTB	73mm	N/A	51 MTB	N/A	-
	HW-51CL / 68	68mm	BC-1.37"	51 MTB	1/2	-
	HW-51CL / 68G	68mm	BC-1.37"	51 MTB	1/1	● 05.08
	HW-51CL / 73	73mm	BC-1.37"	51 MTB	-1/1	● 06.0
	HW-51CL / 73G	73mm	BC-1.37"	51 MTB	-	● 05.08
	HW-XRM15-51CL / 68	68mm	BC-1.37"	51 MTB	1/2	-
	HW-XRM15-51CL / 68G	68mm	BC-1.37"	51 MTB	1/1	● 05.08
	HW-XRM15-51CL / 73	73mm	BC-1.37"	51 MTB	-1/1	● 06.0
	HW-XRM15-51CL / 73G	73mm	BC-1.37"	51 MTB	-	● 05.08
	HW-56CL / 68	68mm	BC-1.37"	56 MTB	1/2	-
	HW-56CL / 68E	68mm	BC-1.37"	56 MTB	1/2	● 05.08
	HW-56CL / 73	73mm	BC-1.37"	56 MTB	-1/1	● 06.0
PRESSFIT (Main Cup Insert)	P SP L-108 / 68	68mm	44.5 ROAD 3 / 45 Shim Drive 48.5 MTB / 46.5 ROAD T.	51 MTB	-	-
	P SP L-113 / 68	68mm				-
	P SP L-113 / 68E	68mm				●
	P SP L-113 / 73	73mm				-
	P SP L-118 / 68	68mm				-
	P SP L-118 / 68E	68mm				●
	P SP L-118 / 73	73mm				-
	P SP L-118 / 73	73mm				-
	P SP L-118 / 73	73mm				●
	P SP L-118 / 73	73mm				-

* The Housing M15 is a lightweight design that should not be used for DH / Freeride or extreme use.
Please use Standard Housing for these applications.

* Spacer: Non Drive Side / Shim Drive
● CH Chaincode / Shimcode Compatibility
● CH Chaincode Compatibility (www.bike.org)

XC/RACE – CARBON BARS	WEIGHT	LENGTH	MATERIAL	COLORS	BACKSWEEP	UPSWEEP	RISES	BAR CLAMP DIAMETER
MODEL DESCRIPTION								
NOIR WORLD CUP FLAT BAR	1.10g	900mm	Carbon Fiber SL	Unidirectional Carbon Fiber w/color graphics	9°	N/A	N/A	31.8mm
NOIR WORLD CUP RISER BAR	1.65g (15mm Rise)	900mm	Carbon Fiber SL	Unidirectional Carbon Fiber w/color graphics	9°	5°	15mm / 20mm	31.8mm
NOIR TEAM FLAT BAR	1.30g	800mm	Carbon Fiber SL	Unidirectional Carbon Fiber w/color graphics	9°	N/A	N/A	31.8mm
NOIR TEAM RISER BAR	1.80g (20mm Rise)	800mm	Carbon Fiber	Unidirectional Carbon Fiber w/color graphics	9°	5°	20mm / 40mm	31.8mm
NOIR RACE RISER BAR	1.90g (20mm Rise)	800mm	Carbon Fiber	Unidirectional Carbon Fiber w/color graphics	9°	5°	20mm / 40mm	31.8mm

TRAIL/AM – ALLOY BARS	WEIGHT	LENGTH	MATERIAL	COLORS	BACKSWEEP	UPSWEEP	RISES	BAR CLAMP DIAMETER
MODEL DESCRIPTION								
STYL WORLD CUP FLAT BAR / 700MM	1.65g / 2.70g	500mm / 700mm	Buried AL 7000 TV	Tungsten Grey, Black Anodized w/color graphics	5° / 9°	N/A	N/A	31.8mm
STYL WORLD CUP RISER BAR	2.35g (avg.)	620mm / 660mm	Buried AL 7000 TV	Tungsten Grey, Black Anodized, Silver White	9°	5°	15mm / 25mm	31.8mm
STYL RACE FLAT BAR	1.95g	500mm / 600mm	Buried 6061 Alloy	Black Anodized w/color graphics	5°	N/A	N/A	25.4 / 31.8mm
STYL RACE RISER BAR	2.20g	600mm	Buried 6061 Alloy	Black Anodized w/color graphics	9°	5°	20mm / 30mm	25.4 / 31.8mm
STYL TEAM FLAT BAR	1.80g	500mm / 600mm	Buried AL 6061 Alloy	Black Anodized w/color graphics	9°	N/A	N/A	25.4 / 31.8mm
STYL TEAM RISER BAR	2.75g	600mm	Buried AL 6061	Black Anodized w/color graphics	9°	5°	20 / 30 / 40mm	31.8mm
STYL SL RISER BAR	3.45g	800mm	Buried AL 6061	Black Anodized w/color graphics	9°	5°	20mm / 30mm	25.4 / 31.8mm

FR/DH – ALLOY BARS	WEIGHT	LENGTH	MATERIAL	COLORS	BACKSWEEP	UPSWEEP	RISES	BAR CLAMP DIAMETER
MODEL DESCRIPTION								
BODBAR	2.75g	740 / 780mm	Buried AL 3050 TV	Tungsten Grey, Black Anodized w/color graphics	7°	5°	20/30mm	31.8mm
HOLZFELLER WORLD CUP	2.90g	700mm	Buried AL 3050 TV	Tungsten Grey, Black Anodized w/color graphics	7°	5°	20/30/40/50mm	31.8mm
HOLZFELLER	2.90g	700mm	Buried AL 3050 TV	Black Anodized, White Powder Coat w/color graphics	9°	5°	20/30/40/50mm	31.8mm
HUSSELT	3.00g	600mm	Buried AL 4061	Black Anodized, White Powder Coat w/color graphics	9°	5°	20/30/40mm	31.8mm
HUSSELT COMP	3.40g	600mm	Buried AL 4061	Black Anodized w/color graphics	9°	5°	20/30/40mm	31.8mm

* 6.35 AL 7075-T6 Trade Guard

** G/Mo/H / padlock / break inserts included

