



STOP, DROP, ROLL. >>>

ITALIAN RACING HERITAGE

CIAO A TUTTI,

Daniela and I continue to receive much pleasure in our business, which was born of passion and fueled by the excitement and vitality of a growing demand for innovative engineering in the cycling industry. It's exciting to see the changes that have occurred over the past quarter of a century. There is much diversity in riding styles, venues and riders who aggressively push themselves and their bikes to the limit. To be a part of this evolving lifestyle is what motivates us at Formula to strive for perfection!

Although we still consider ourselves a “small” company, our success can only be attributed to our Formula familia—a team of more than 120 employees spread across Europe, the Americas, Asia and Oceania. Our group of talented engineers, in-house production staff, sales and service team is in fact a “family” with respect and admiration for every detail each person brings to the table. The quality and drive of our manufacturers, distributors, dealers, bike enthusiasts and our team riders around the world will always dictate our commitment to service and innovative design. You can be sure.

We are proud that most products are designed and produced right here in Italy. Staying close to the production and maintaining the standards of quality is important. I have always believed in Formula – the product, the future of biking and our Formula family but I never did imagine that the little business Daniela and I started more than 25 years ago would become what it is today. We will continue to rely on the success of our past for the growth of our future and we are happy to add you to the Formula family.

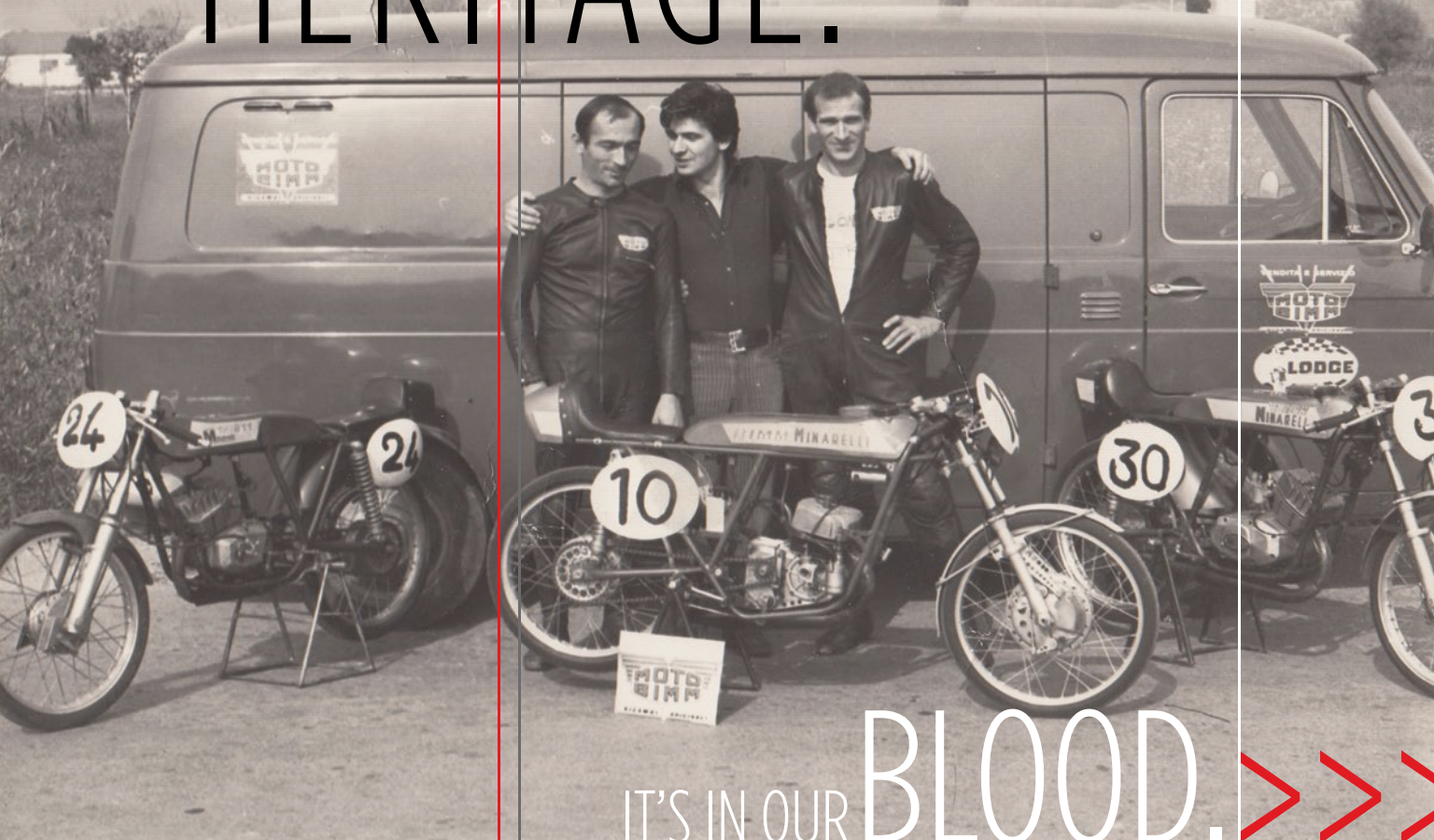
Saluti,

Andrea Becocci



ITALIAN RACING

HERITAGE.



IT'S IN OUR BLOOD. >>>

1970 / Uphill Speed Race Competition, Toscana, Italy / Andrea Becocci (Center) Manager,
Moto Bimm / Italian racers Giorgio Paci and Franco Ravagli riding the AIM Cycle.



Photo : Dave Trumppore



Nestled in the beautiful Tuscan hills of Italy, in the city center of Prato, is the headquarters of Formula. It is here among a history rich in the arts, fashion and agriculture that the passion and motivation to open their own business was ignited in the husband/wife team of Andrea Becocci and Daniela Frati.

What began with the design and production of motorcycle brakes and wheels in 1987 naturally morphed to include disc brakes for the quickly emerging mountain bike phenomena in 1993. With the same kind of stopping power used in motorcycle brake design, Becocci knew right

The Formula manufacturing facility is located among the vineyards of Isola, Italy. It is here that the Formula test riders push our brakes, suspension systems and wheels to the max.



away that simple modifications to size and scale and devising a way to properly mount these revolutionary brakes would be the turning point in the future of Formula.

Today, Formula engineers create with a focus on innovation and technology as well as the aesthetics of true Italian design. We are continually enhancing our products and bringing them to the next level—pushing the boundaries of the known to greater heights. With a vast array of brakes for all types and styles of riding and the addition of suspension systems and wheels, Formula's portfolio of products makes us the “go-to” brand for brakes (Stop), suspension forks (Drop) and wheels (Roll).





STOP.



BRAKES

8 BRAKES // 16 BRAKE TECHNOLOGY // 22 ROTORS

DROP.



FORKS

24 FORKS // 30 SUSPENSION TECHNOLOGY

ROLL.



WHEELS

32 WHEELS & HUBS



SPECS

36 BRAKES & ROTORS // 38 FORKS // 40 WHEELS

Photo Front Cover: Matt Wragg

Photo Back Cover: Dave Trumpore

Photo Left: Dave Trumpore



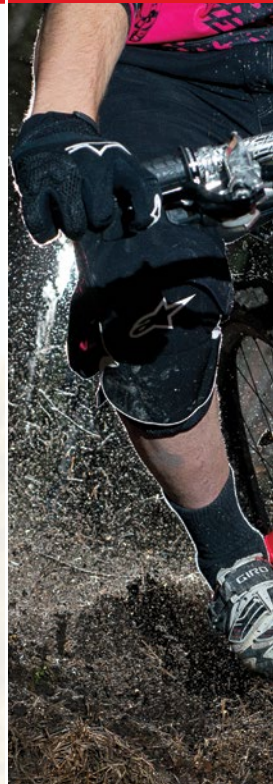
“ Technological evolution requires innovation. When all that others can do is react, it leaves no time for innovation. ”

Photo: Callum Wood

BRAKES

STOP WITH CONFIDENCE.

Formula has been at the forefront of brake innovation since the beginning of bicycle hydraulic disc brakes, at a time when other manufacturers didn't see disc brakes as a viable option. Formula is the 'been there, done that...yawn' brake company. Nineteen years ago Formula made a floating two-piece rotor; fifteen years ago Formula made a four-piston caliper. Today Formula creates new products and technologies that challenge conventional thinking about disc brakes. Three years ago Formula made the R0 brake: a caliper with two oval pistons and more power than any other brake. The industry's reaction has been to add pistons to calipers to increase power. Last year Formula introduced the R1Racing's pull style master cylinder and the C1's master cylinder cartridge technology—totally changing the way the world looks at brakes. This year Formula is excited to introduce the all new CR3 spec'd with the redesigned SpeedLock. These technologies open new doors for personal brake adjustment and production of modern hydraulic disc brakes.



RACING

The Formula R1Racing is our premiere XC race brake.

It's the lightest brake in the market with titanium hardware and kevlar hose standard. When Formula designed the pull-style master cylinder, the idea was to keep the power of our radial master cylinder but allow the lever to be adjusted closer to the bar.

This is the only master cylinder of its kind, creating a light lever action by reducing friction and wear for a better lever feel over the life of the brake.

The Formula R1Racing features the same caliper as the R1 for confidence and reliability.

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XC

AM

EN

DH



R1

The Formula R1 is the standard for XC brakes.

It comes with the reliable Formula radial master cylinder with Tool Free Reach Adjust housed in the lever blade for quick adjustment. Since its introduction in 2009, this brake has set the bar for all other XC brakes.

The R1's reliability comes from the patented master cylinder piston design. Instead of having the primary cup move through the master cylinder, the master cylinder piston moves through the primary cup for unrivaled longevity and reliability.

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XC

AM

EN

DH





The Formula C1 is the first brake with Master Cylinder Cartridge Technology (MCCT).

This cartridge has a higher hydraulic ratio creating more power. Housing the MCCT in an axial master cylinder controls the increased power. The C1's axial design increases modulation, putting a handle on the power that accommodates a wider range of rider brake preferences.

The C1 shares the same size caliper pistons as the R1 and R1Racing brakes for stable braking power. These caliper pistons have a heritage dating back to the Formula ORO brakes, which in their time were considered DH brakes.

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XC

AM

EN

DH





The Formula CR3 is the newest brake for 2015 and showcases Formula's newest caliper.

The master cylinder uses the same Master Cylinder Cartridge Technology (MCCT) first used in the C1 that increases the hydraulic ratio and is housed in a radial master cylinder body. The red anodized piston cap is removable with standard tools, allowing for MCCT removal and replacement.

The CR3 showcases our newest caliper. This caliper is essentially a hybrid of R0 and T1 caliper technology. The CR3 has oval caliper pistons smaller than the R0's, but their surface area equals that of the T1 caliper pistons giving this brake DH stopping power without a massive weight penalty.

SPECS ON PAGE 36

XC

AM

EN

DH



T1

The Formula T1 is the greatest do-it-all stopper.

Combining the tried and true Formula radial master cylinder and the updated T1 caliper, the T1 is light enough for XC but powerful enough for DH.

The T1 caliper is manufactured using a forging technique that directs the aluminum grain to run the length of the caliper. The outcome is a caliper with stronger mounting tabs and an overall increase of performance for an already great brake.

SPECS ON PAGE 37

XC

AM

EN

DH





When first introduced, the Formula R0 took the industry by surprise.

The R0 is the first mass production bicycle brake to use oval caliper pistons. This simple idea created a brake with more power than four piston brakes while maintaining the reliability and weight of a two piston brake.

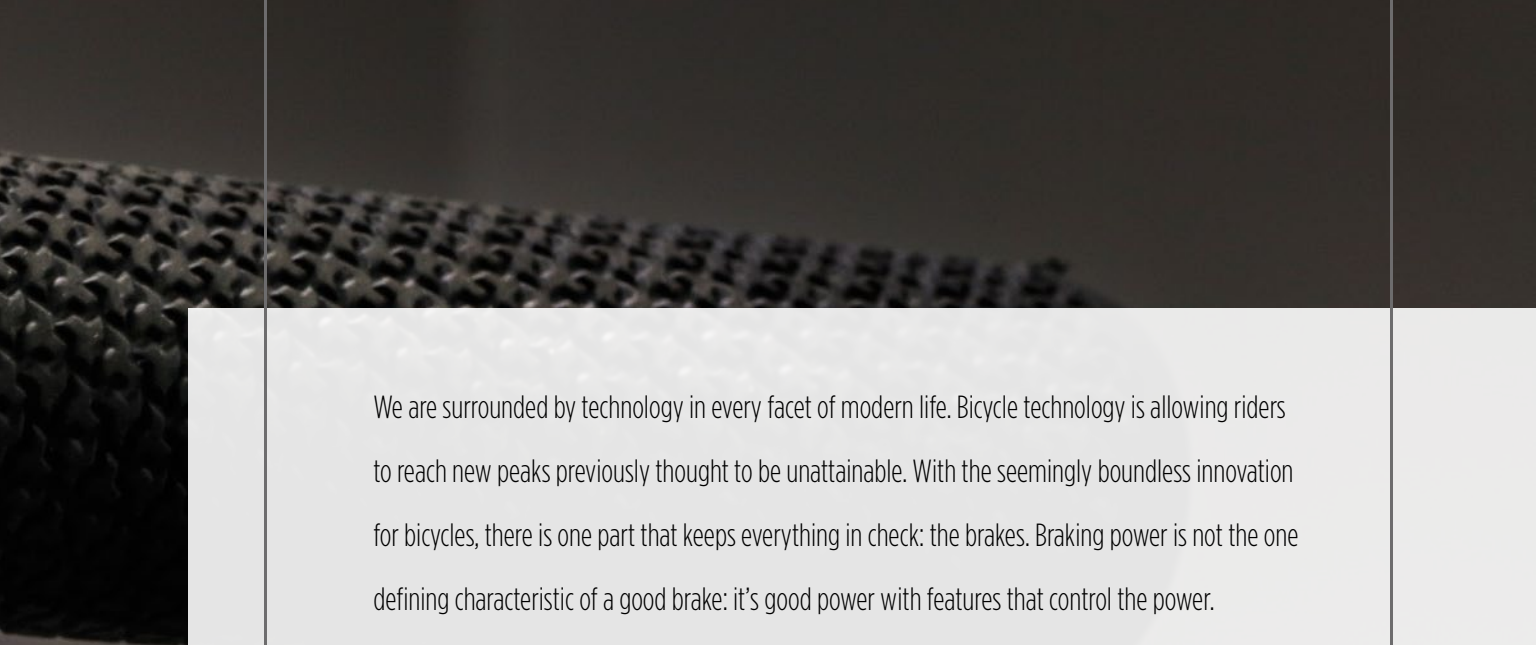
This year we updated the R0 to the standard Formula radial master cylinder. This master cylinder makes the 2015 R0 more compact and lighter than ever before.

SPECS ON PAGE 37

XC AM EN DH

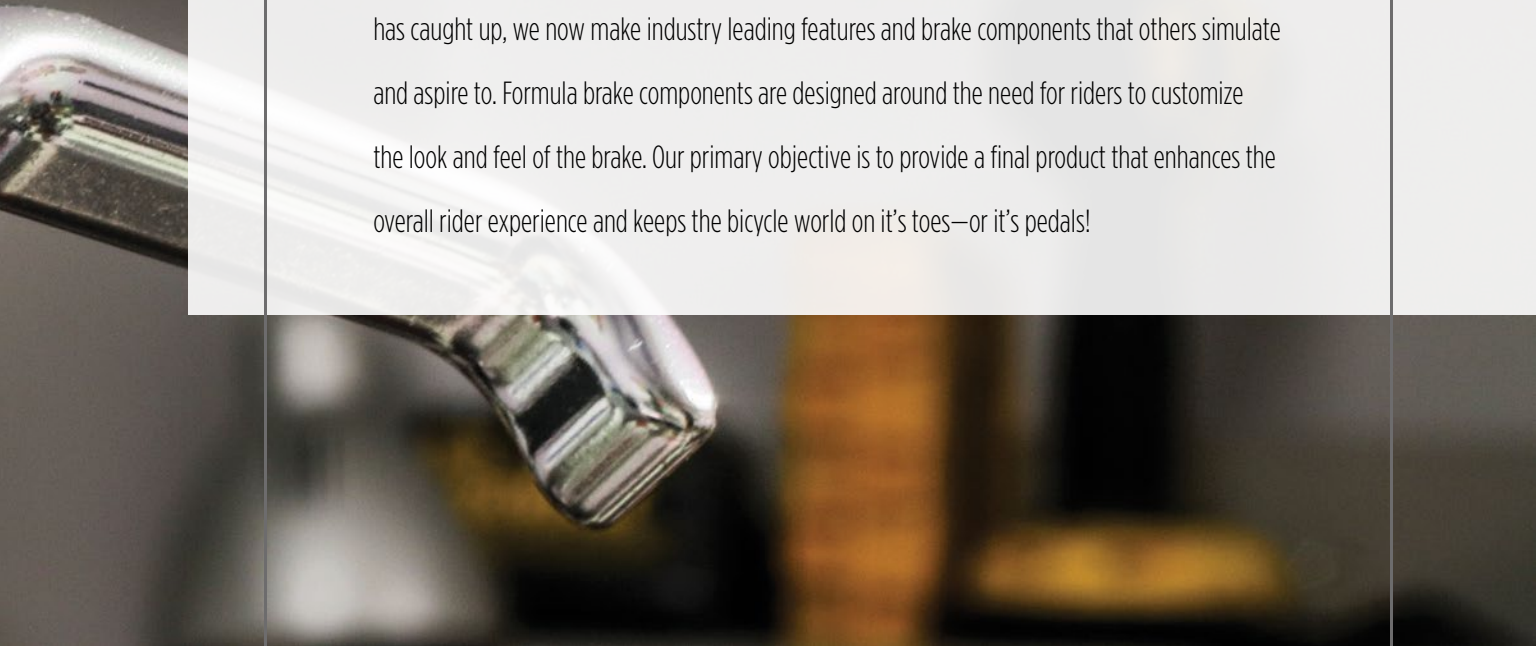






We are surrounded by technology in every facet of modern life. Bicycle technology is allowing riders to reach new peaks previously thought to be unattainable. With the seemingly boundless innovation for bicycles, there is one part that keeps everything in check: the brakes. Braking power is not the one defining characteristic of a good brake: it's good power with features that control the power.

BRAKE TECHNOLOGY



Since the beginning, Formula has always made the most powerful brakes and, as bicycle technology has caught up, we now make industry leading features and brake components that others simulate and aspire to. Formula brake components are designed around the need for riders to customize the look and feel of the brake. Our primary objective is to provide a final product that enhances the overall rider experience and keeps the bicycle world on it's toes—or it's pedals!

BRAKE TECHNOLOGY

Feeling Control System (FCS)

Formula's FCS is a device that adjusts the brake bite point of the lever separate from the reach adjustment and does not adjust the caliper. This easy to use dial allows for the adjustment of the lever from the minimum to the maximum lever throw to suit the rider's personal preference and ergonomic needs.

The Formula FCS is standard on the T1 and R0 brakes and is compatible on the R1Racing, R1, and CR3 brakes.



Tool Free Reach Adjust (TFRA)

Formula's TFRA is a compact lever reach adjuster integrated into the lever blade and is the first step in adjusting the set up for the rider. The TFRA is also used to adjust the lever distance to the handlebar when the brake is engaged. The ease of use allows for on-the-fly adjustment with six detents to prevent the reach from changing during use.

The Formula TFRA is standard on the R1, T1, and R0 and designed with the same ergonomics used on all other Formula lever blades.





Progressive Lever Adjust (PLA)

The Formula PLA is a completely new two-piece lever blade that allows the rider to adjust the brake's modulation and reach by changing the amount of leverage found in the lever blade.

The external knob adjusts the reach while the 2mm pushrod adjusts the modulation or feel of the brake. The PLA kit is supplied with two interchangeable pushrod bushings that allow for the adjustment of the leverage found in the brake.

SpeedLock

Redesigned for 2015 to be smaller and lighter, Formula's SpeedLock hose is totally hidden under the brake hose dust cover. This versatile hose allows for the disconnection and connection of the hose multiple times without losing fluid or introducing air into the brake.

The SpeedLock hose is the best option for internally routed frames, the traveler who packs their bike, or anyone who is constantly assembling/disassembling their bike.

SpeedLock is standard on the C1 and CR3 brakes at the caliper side only, allowing the hose to be easily shortened on the master cylinder side. Optional on all other Formula brakes.



BRAKE TECHNOLOGY



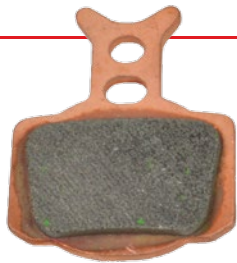
MixMaster

The Formula MixMaster handlebar clamp is an option for all Formula brakes. This simple upgrade allows for the direct attachment of SRAM shifters on your Formula brake, giving the bike a clean look. Perfect to help de-clutter handlebars busy with the many clamps today's bikes employ.



Brake Pads/Compounds

At Formula, we've used our experience in moto brakes to develop high performance brake pads for bicycles in three different compounds. The various compounds are **compatible with all current model brakes and rotors** making the change from one to another quick and easy.



Sintered

- Long pad life
- Handles the heat generated from hard braking found in long descents
- Best brake pad for high speeds
- Standard in the CR3, T1, and R0 brakes
- Recommended for gravity and downhill applications

Semi Metallic

- Medium pad life
- Great solution to prevent noise or vibration
- Great performance at slow speeds and handles the heat at high speed maintaining its power
- Recommended for cross country and all mountain applications



Organic

- Long pad life
- Great brake pad for most conditions
- Standard on the C1, R1 and R1Racing/organic with alloy back plate
- Two back plate options: steel and aluminum
- Recommended for any rider from cross country to enduro applications



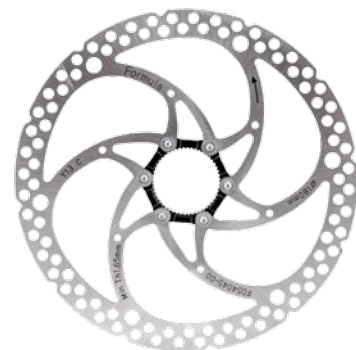
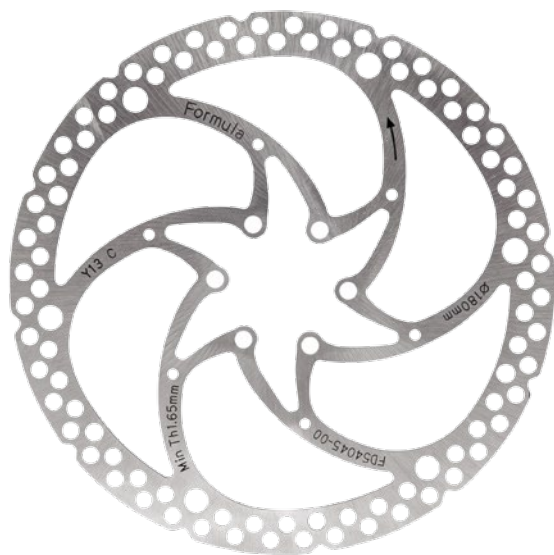
ROTORS

Formula rotors come in three models, each with different attributes to make your riding experience more enjoyable. Formula rotors are interchangeable with all Formula brake models and brake pad compounds so compatibility is never an issue. Formula rotors come in standard six hole or center lock mounting styles and are available in a variety of sizes.

1-PIECE 160 / 180

Formula's 1-Piece rotor and the 1-Piece SL begin with the same design but end with a slightly different braking surface. The braking surface vents of the 1-Piece were increased in size to leave a little more material for increased heat exchange and enhanced brake performance. The vent design increases lateral stiffness by 40% reducing noise and vibration.

The 1-Piece rotor features the same spiral core design found in the SL for maximum heat tolerance and rotor durability.



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1-PIECE SL 160 / 180 / 203

Formula's 1-Piece SL (Superlight) rotor is our standard rotor for all riding styles. This rotor features the same aggressive braking surface as the 2-Piece rotor, minus the aluminum carrier.

The 1-Piece SL rotor's spiral core is designed to allow for the optimal expansion and contraction without sacrificing rotor durability and weight.



2-PIECE 140 / 160 / 180 / 203

Formula's 2-Piece rotor features an aluminum carrier that does more than look great. The aluminum core acts as a heat sink, pulling heat away from the caliper increasing performance by keeping the pads and the brake fluid cool.

The carrier also increases rigidity, both rotationally and laterally and allows for the expansion and contraction of the steel braking surface to be directed 90° from the hub.





FORKS



DROP WITH EASE.

Formula's roots began in motorcycle design and racing. Today, Formula's moto and bicycle suspension manufacturing division introduces boldly innovative offerings for today's aggressive trail riders—who demand lighter and better—year after year. Adjustability is and always has been at the heart of all of our designs; so naturally, we've included this philosophy in our suspension systems. Keeping features like threshold adjustment, high speed compression and lock-out at the top of the fork ensure that you don't have to reach far to fine tune your ride. The Remote Cartridge Control and Integrated Locking System are features that can be added for increased adjustability and convenience or removed for a lighter fork with a cleaner look. Wide adjustment ranges from fully open to completely closed make our rebound and compression settings adjustable for even the most demanding connoisseur of suspension setup.

Photo: Tom Bause





ThirtyThree 27.5" / 29"

Standard and EX Travel Versions

The Formula ThirtyThree is for the cross country rider demanding the lightest and best performing fork. The 33mm stanchions provide a lightweight chassis that is still stiff enough to inspire confidence when going into the unknown.

New for 2015, the ThirtyThree adds new wheel sizes, extended travel options, the Drop-In Cartridge System and the optional Remote Cartridge Control

for a wide range of adjustments. Polymeric bushings and specially designed seals make this the smoothest fork on the market by minimizing friction where it's needed most.

SPECS ON PAGE 38

XC

AM

EN

DH

INTEGRATED LOCKING SYSTEM



26 FORKS: DROP WITH EASE





FORMULA

35

ThirtyFive 27.5" / 29"

Standard and EX Travel Versions

In standard and EX travel options, the Formula 35 fork is the perfect all mountain and enduro fork. The 35mm stanchions give the fork unrivalled stiffness while keeping the fork race-light. Both the 29" and 27.5" models are available in long and short travel versions helping to complete our line-up of great performing forks. Magnesium lowers and a unique removable Integrated Locking System (ILS) 15mm axle keep this fork nice and tidy while the hollow crown and hard anodized aluminum stanchions assist in keeping the weight to a minimum.

With 20+ years of hydraulic brake design and manufacturing experience to our credit, we went all out with the Drop-In hydraulic cartridge system with Remote Cartridge Control for maximum adjustment and easy maintenance.

SPECS ON PAGE 39

XC

AM

EN

DH

28 FORKS: DROP WITH EASE





The new Remote Cartridge Control (RCC) remote lockout for the Drop-In Cartridge System is a simple, lightweight rigid hose that connects the top of the cartridge to the remote lever on your handlebar.



SUSPENSION TECHNOLOGY

Drop-in Cartridge System (DCS)

The DCS is our self-contained damper unit that handles the lock-out, compression and rebound duties. The Satellite Switch Adjustment (SSA) places compression, lockout and lockout threshold controls on top of the cartridge in an ideal location for fine adjustments. For on the trail adjustment of the compression, the Remote Cartridge Control (RCC) easily integrates into the SSA by removing the standard lockout lever.



Integrated Locking System (ILS)

The Integrated Locking System (ILS) is a unique quick release lever designed to replace the 5mm Allen wrench when removing the wheel from your fork. The lever is removable from the axle allowing the individual positioning of the lever against the fork. This little wonder can live in the axle or be removed to save weight. Smooth lines and perfect machining create a hand-friendly surface even without riding gloves.



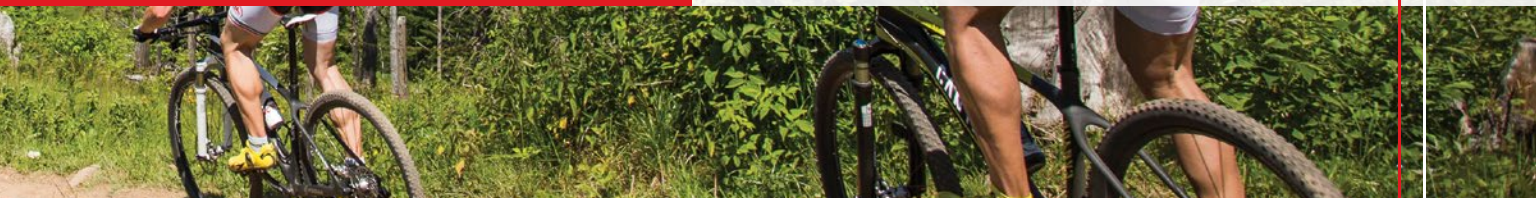
Remote Cartridge Control (RCC)

Sometimes simpler is just better. With the new Remote Cartridge Control (RCC), remote lockout for the Drop-In Cartridge System is a simple, lightweight rigid hose that connects the top of the cartridge to the remote lever on your handlebar. This thumb operated switch easily replaces the gold lock-out lever on the top of the SSA with 7 positions for compression adjustment and lock-out control. The RCC gives all riders total control of the trail without losing handlebar grip.



Air Adjustment

All Formula forks use a high volume-low pressure air spring. Underneath the air spring is a dual stage negative spring that helps small bump compliance by soaking up the first 40mm of travel. Steel was the choice for these negative springs because, even though we want to make the lightest products available, we know that compromising on performance isn't worth it. Ballistol Oil is recommended to lubricate the internal parts of the fork. By increasing or decreasing the volume of this fluid in the air spring, the fork can be tuned from a linear to a progressive feel.





WHEELS



ROLL IN STYLE.

The latest manufacturing techniques and materials are meaningless if they are not combined to make a wheel that delivers on the trail. Using strong, lightweight aluminum and carbon rims paired with our advanced hubs, Formula delivers wheels to fit any rider's needs on any trail. For 2015, Formula is offering more size options as well as expanding its current line up to include the XC Hyperlight and AM Hyperlight carbon wheels.

Hubs

All Formula hubs are forged and CNC machined to create the lightest, strongest hubs on the market and create a better mounting surface for the rotor. When paired with our Scandium or carbon rims it makes for the perfect balance of durability, minimal weight and exceptional performance. Formula uses unique technology placing the load carrying bearing as far outboard as possible to better distribute the load and create a stiffer design.



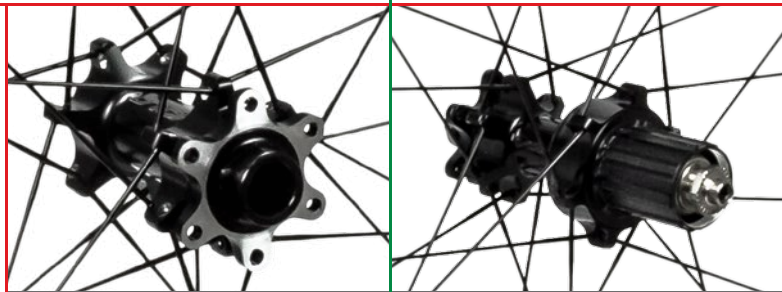
AM Hubs

The AM hubs are adaptable to more axle options and create a stiffer platform for more intense riding. The heavy duty design is super durable with oversized cartridge and needle bearings in the freehub. The front hubs feature tool-free interchangeable end caps. For quick acceleration the four pawls are offset giving these hubs 60 engagement points. Freehubs are available in Shimano and Sram XD.



XC Hubs

New for 2015, the XC hub uses wider flanges to create a broader spoke angle for increased lateral stability. Formula's use of 4 sealed cartridge bearings to improve durability make service a snap. Interchangeable QR9 and 15TA end caps allow for the use of different forks without changing the wheel. The rear hubs are available in 135mm and 142mm axles with freehubs available for Shimano and Sram XD. The RR1 road wheelset is Campagnolo compatible.



VOLO XC Hyperlight 29" Clincher

At 1410g, the new **XC 29"** Hyperlight carbon wheelset keeps the weight low for faster acceleration, tighter cornering and easier climbing.

VOLO XC SuperLight

27.5" Race proven and weight conscious, these wheels go for the narrower, lighter and faster 17mm hoop so every pedal stroke equals extra fast forward momentum. **29"** Keeping a 29er light doesn't have to mean sacrificing stability and strength thanks to wider hub flanges and a Scandium rim.

VOLO XC Light

27.5" The Volo XC Light is a versatile choice for all rider types and features interchangeable end caps to fit all current wheel standards. **29"** The XC Light has 21mm wide Scandium hoops to handle all types of terrain.

VOLO AM Hyperlight 27.5"

New for 2015 the **AM 27.5"** Hyperlight wheelset combines the durable AM hubs and the 24mm wide carbon clincher rim perfect for the AM/Enduro rider.

VOLO AM Light

27.5" The AM Light 27.5 is the perfect balance of weight and durability for any AM to Enduro bike. **29"** The Am Light wheelset for 29" is a great choice for those pushing the envelope of what a 29er trail bike can do.

VOLO RR1

The **RR1** carbon wheelset was designed specifically for road and cyclocross use and is perfect for racing as well as everyday performance riding.



XC HYPERLIGHT



AM HYPERLIGHT



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XC

AM EN DH



XC

AM EN DH



XC

AM

EN

DH



ROAD

SPECS: BRAKES

R1R

R1

C1

CR3

Riding Style	XC AM EN DH	XC AM EN DH	XC AM EN DH	XC AM EN DH
Weight	267g (85cm hose, 160mm 1-piece rotor and mounting hardware)	296g (85cm hose, 160mm 1-piece rotor and mounting hardware)	351g (85cm hose, 160mm 1-piece rotor and mounting hardware)	345g (85cm hose, 160mm 1-piece rotor and mounting hardware)
Master Cylinder	Forged Radial Pull Style	Forged Radial	Axial with Cartridge Technology	New Radial with Cartridge Technology
M/C Body Finish	Polished Silver	Anodized Glossy Black	Matte Black	Matte Black
M/C Clamp Color	Forged Glossy Black	Forged Glossy Black	Matte Black	Matte Black
M/C Screws	Titanium	Steel	Steel	Steel
Lever Blade	Forged Aluminum, Anodized Glossy Black	Forged Aluminum, Anodized Glossy Black	Matte Black	Matte Black
Caliper	PM6 Forged one-piece with 22mm pistons	PM6 Forged one-piece with 22mm pistons	PM6 One piece body with 22mm pistons	PM6 One-piece body with new Oval piston (Ø24mm equivalent)
Caliper Body Finish	Polished Silver	Anodized Glossy Black	Matte Black	Matte Black
Caliper Nut Color	Black	Red	Black	Red
Caliper Screws Color	Titanium	Steel	Steel	Steel
Pad Type	Organic with Aluminum backplate	Organic with Aluminum backplate	Organic compound	Sintered Compound
Hose: Hose Length	100cm front / 165cm rear	100cm front / 165cm rear	100cm front / 165cm rear	100cm front / 165cm rear
Hose Finish	Kevlar - Yellow and Black	Glossy Black	Matte Black	Matte Black
Components				
Progressive Lever Adjust - PLA	Not Compatible	Not Compatible	Not Compatible	Compatible
Tool Free Reach Adjust - TFRA	Not Compatible	Yes - Red	Not Compatible	Compatible - PLA
Feeling Control System - FCS	Compatible	Compatible	Not Compatible	Compatible
SpeedLock	Compatible	Compatible	Standard / Caliper side Only	Standard / Caliper side Only
MixMaster	Compatible	Compatible	Compatible	Compatible
Brake Pads	All Compatible	All Compatible	All Compatible	All Compatible
Rotors	All Compatible - 6H and Center Lock	All Compatible - 6H and Center Lock	All Compatible - 6H and Center Lock	All Compatible - 6H and Center Lock
Optional Lever Blade	N/A	Carbon	N/A	PLA
Product Page	PAGE 10	PAGE 11	PAGE 12	PAGE 13

T1**RO**

XC	AM	EN	DH	XC	AM	EN	DH
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335g (85cm hose, 160mm 1-piece rotor and mounting hardware)

349g (85cm hose, 160mm 1-piece rotor and mounting hardware)

Forged Radial

Forged Radial

Anodized Glossy Black

Polished Silver

Forged Glossy Black

Forged Glossy Black

Steel

Steel

Forged Aluminum, anodized glossy black

Forged Aluminum, anodized glossy black

PM6 forged one-piece body with 24mm pistons

PM6 Forged one-piece caliper with Oval piston (Ø25.4mm equivalent)

Anodized Glossy Black

Polished Silver

Gold

Black

Steel

Steel

Sintered compound

Sintered compound

100cm front / 165cm rear

100cm front / 165cm rear

Glossy Black

Glossy Black

Not Compatible

Not Compatible

Yes - Gold

Yes - Silver

Yes - Gold

Yes - Black

Compatible

Compatible

Compatible

Compatible

All Compatible

All Compatible

All Compatible - 6H and Center Lock

All Compatible - 6H and Center Lock

Carbon

Carbon

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ROTORs

STANDARD 6 HOLE MOUNTING

Weight	2 piece	1 Piece SL	1 Piece
140	78g	N/A	N/A
160	95g	87g	101g
180	115g	123g	126g
203	139g	157g	N/A
Color	Red/Black	Steel	Steel

CENTER LOCK MOUNTING

Weight	2 piece	1 Piece SL	1 Piece
160	105g	106g	120g
180	123g	141g	145g
203	N/A	176g	N/A
Color	Red/Black	Steel	Steel

See Product Pages 22-23



SPECS: FORKS

ThirtyTHREE

	27.5"	27.5" EX	29"	29" EX
Rider type	XC AM EN DH	XC AM EN DH	XC AM EN DH	XC AM EN DH
Internally Adjustable Travel	100-120mm	130-140mm	100-120mm	130-140mm
Weights	QR9 - 1510g / 151A - 1585g	QR9 - 1510g / 151A - 1580g	1665g	1660g
Geometry				
Axle to Crown	484mm +/- 5mm at 100mm of travel	484mm +/- 5mm at 100mm of travel	503mm +/- 5mm at 100mm of travel	533mm +/- 5mm at 130mm of travel
Fork Offset - Rake	40mm	40mm	40mm	40mm
Max Rotor Size	180mm	180mm	180mm	180mm
Steerer Tube				
Size	Tapered 1 1/8"-1 1/2"	Tapered 1 1/8"-1 1/2"	Tapered 1 1/8"-1 1/2"	Tapered 1 1/8"-1 1/2"
Color	Black Anodized	Black Anodized	Black Anodized	Black Anodized
Crown				
Color	Glossy Black or White	Glossy Black or White	Matte Black or Gloss White	Matte Black or Gloss White
Material	Hollow Forged Aluminum	Hollow Forged Aluminum	Hollow Forged Aluminum	Hollow Forged Aluminum
Lowers				
Color	Glossy Black or White	Glossy Black or White	Matte Black or Gloss White	Matte Black or Gloss White
Dropout	QR9/15QR	QR9/15QR	15QR	15QR
Axle	Integrated Locking System: 15QR axles	Integrated Locking System: 15QR axles	Integrated Locking System: 15QR axles	Integrated Locking System: 15QR axles
Stanchions				
Size	33mm	33mm	33mm	33mm
Material	Hard Anodized Black 7075 Aluminum	Hard Anodized Black 7075 Aluminum	Hard Anodized Bronze 7075 Aluminum	Hard Anodized Black 7075 Aluminum
Damping Adjustments	Drop-In Cartridge with Satellite Switch Adjustment	Drop-In Cartridge with Satellite Switch Adjustment	Drop-In Cartridge with Satellite Switch Adjustment	Drop-In Cartridge with Satellite Switch Adjustment
Rebound	21 Click Adjustment	21 Click Adjustment	21 Click Adjustment	21 Click Adjustment
Compression	High Speed 24 Click Adjustment	High Speed 24 Click Adjustment	High Speed 24 Click Adjustment	High Speed 24 Click Adjustment
Lockout	Crown Mounted standard / Remote optional	Crown Mounted standard / Remote optional	Crown Mounted standard / Remote optional	Crown Mounted standard / Remote optional
Remote Cartridge Control	Optional	Optional	Optional	Optional
Spring Type	Air Spring (w/ 5cc Ballistol Oil)	Air Spring (w/ 5cc Ballistol Oil)	Air Spring (w/ 5cc Ballistol Oil)	Air Spring (w/ 5cc Ballistol Oil)
Negative Spring	Steel - Dual Coil Technology	Steel - Dual Coil Technology	Steel - Dual Coil Technology	Steel - Dual Coil Technology
Product Page	PAGE 26	PAGE 26	PAGE 26	PAGE 26

ThirtyFIVE

27.5"

27.5" EX

29"

29" EX

XC	AM	EN	DH	XC	AM	EN	DH	XC	AM	EN	DH	XC	AM	EN	DH
100-160mm				170-180mm				100-140mm				150-160mm			
1790g				1795g				1855g				1860g			
486mm +/- 5mm at 100mm of travel				556mm +/- 5mm at 170mm of travel				506mm +/- 5mm at 100mm of travel				506mm +/- 5mm at 100mm of travel			
44mm				44mm				44mm				44mm			
203mm				203mm				203mm				203mm			
Tapered 1 1/8"-1 1/2"				Tapered 1 1/8"-1 1/2"				Tapered 1 1/8"-1 1/2"				Tapered 1 1/8"-1 1/2"			
Black				Black				Silver				Silver			
Matte Black or Gloss White				Matte Black or Gloss White				Glossy Black or White				Glossy Black or White			
Hollow Forged Aluminum				Hollow Forged Aluminum				Hollow Forged Aluminum				Hollow Forged Aluminum			
Matte Black or Gloss White				Matte Black or Gloss White				Glossy Black or White				Glossy Black or White			
15QR				15QR				15QR				15QR			
Integrated Locking System: 15QR axles				Integrated Locking System: 15QR axles				Integrated Locking System: 15QR axles				Integrated Locking System: 15QR axles			
35mm				35mm				35mm				35mm			
Hard Anodized Black 7075 Aluminum				Hard Anodized Black 7075 Aluminum				Hard Anodized Bronze 7075 Aluminum				Hard Anodized Bronze 7075 Aluminum			
Drop-In Cartridge with Satelite Switch Adjustment				Drop-In Cartridge with Satelite Switch Adjustment				Drop-In Cartridge with Satelite Switch Adjustment				Drop-In Cartridge with Satelite Switch Adjustment			
21 Click Adjustment				21 Click Adjustment				21 Click Adjustment				21 Click Adjustment			
High Speed 24 Click Adjustment				High Speed 24 Click Adjustment				High Speed 24 Click Adjustment				High Speed 24 Click Adjustment			
Crown Mounted standard / Remote optional				Crown Mounted standard / Remote optional				Crown Mounted standard / Remote optional				Crown Mounted standard / Remote optional			
Optional				Optional				Optional				Optional			
Air Spring (w/ 5cc Ballistol Oil)				Air Spring (w/ 5cc Ballistol Oil)				Air Spring (w/ 5cc Ballistol Oil)				Air Spring (w/ 5cc Ballistol Oil)			
Steel - Dual Coil Technology				Steel - Dual Coil Technology				Steel - Dual Coil Technology				Steel - Dual Coil Technology			
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Photo : Tom Bause

SPECS: WHEELS

	XC HyperLight		XC SuperLight	
	29"	27.5"	29"	27.5"
Riding Style	XC AM EN DH	XC AM EN DH	XC AM EN DH	XC AM EN DH
Weight				
Front	QR9 620g / 15TA 600g	QR9 536g / 15TA 616g	QR9 650g / 15TA 630g	QR9 709g / 15TA 689g
Rear	QR9 801g / X12 821g	QR9 808g / X12 787g	QR9 814g / X12 793g	QR9 871g / X12 850g
Hub				
Style	XC	XC	XC	XC
Bearing Technology	Cartridge Bearings	Cartridge Bearings	Cartridge Bearings	Cartridge Bearings
Hub Color	Anodized Red	Anodized Black	Anodized Black	Anodized Black
Freehub Body - Shimano	4-Pawl / 30 engagement points	4-Pawl / 30 engagement points	4-Pawl / 30 engagement points	4-Pawl / 30 engagement points
End Caps				
Compatibility Front	QR9 / 15TA	QR9 / 15TA	QR9 / 15TA	QR9 / 15TA
Compatibility Back	135QR / 142TA	135QR / 142TA	135QR / 142TA	135QR / 142TA
Rim				
Material	12K UD Carbon Plus - Clincher	Scandium	Scandium	Scandium
Dimensions				
Interior / Exterior	22mm / 28.8mm	17mm / 22.3mm	17mm / 22.3mm	21mm / 27.2mm
Height	20mm	18.5mm	18.5mm	18.6mm
Color	Carbon	Black	Black	Black
Spokes	24 Superlight Straight Pull Double Butted Laced 2-Cross	24 Superlight Straight Pull Double Butted Laced 2-Cross	24 Superlight Straight Pull Double Butted Laced 2-Cross	24 Straight Pull Double Butted Laced 2-Cross
Nipples	Self Locking Black Alloy	Self Locking Black Alloy	Self Locking Black Alloy	Self Locking Black Alloy
Optional	Sram XD Driver	Sram XD Driver	Sram XD Driver	Sram XD Driver
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29"	XC Light	27.5"	AM HyperLight	27.5"	AM HyperLight	29"	All Mountain Light	700c	RR1 45mm
									ROAD

QR9 650g / 15TA 630g	15TA 699g / 20TA 682g	15TA 797g / 20TA 782g	15TA 808g / 20TA 792g	QR9 538g / 15TA 518g
QR9 884g / X12 863g	X12 892g	X12 937g	X12 951g	QR9 719g
XC	AM	AM	AM	XC
Cartridge Bearings	Cartridge & Needle Bearings	Cartridge & Needle Bearings	Cartridge & Needle Bearings	Cartridge Bearings
Anodized Black	Anodized Black	Anodized Black	Anodized Black	Anodized Black
4-Pawl / 30 engagement points	4-Pawl / 60 engagement points	4-Pawl / 60 engagement points	4-Pawl / 60 engagement points	4-Pawl / 30 engagement points
QR9 / 15TA	15TA / 20TA	15TA / 20TA	15TA / 20TA	QR9 / 15TA
135QR / 142TA	135QR / 142TA	135QR / 142TA	135QR / 142TA	135QR / 142TA
Scandium	12K UD Carbon Plus - Clincher	Scandium	Scandium	3K Carbon - Tubular
21mm / 26.3mm	24mm / 30.8mm	21mm / 27.2mm	21mm / 26.3mm	19-28mm tire
22mm	31mm	18.6mm	18.6mm	45mm
Champagne	Carbon	Black	Black	Carbon
24 Straight Pull Double Butted Laced 2-Cross	24 Straight Pull Double Butted Laced 2-Cross	24 Straight Pull Double Butted Laced 2-Cross	24 Straight Pull Double Butted Laced 2-Cross	24 Straight Pull Double Butted Laced 2-Cross
Self Locking Black Alloy	Self Locking Black Alloy	Self Locking Black Alloy	Self Locking Black Alloy	Self Locking Black Alloy
Sram XD Driver	Sram XD Driver	Sram XD Driver	Sram XD Driver	Campagnolo Freehub Body



Photo: Tom Bause

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