

## Geometry Chart (INCHES)

|  |  | S / 900 | S / 700 | M / 900 | M / 700 | L / 900 | L / 700 | $\begin{aligned} & \hline \text { XL / } \\ & \mathbf{9 0 0} \end{aligned}$ | $\begin{aligned} & \hline \text { XL / } \\ & 700 \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| LOW BB <br> Setting | HIGH BB Setting | LOW BB Setting | HIGH BB Setting | LOW BB Setting | HIGH BB Setting | LOW BB Setting | HIGH BB Setting |  |  |
| A | head tube angle | $64.0{ }^{\circ}$ | $64.6{ }^{\circ}$ | $64.0{ }^{\circ}$ | $64.6{ }^{\circ}$ | $64.0{ }^{\circ}$ | $64.6{ }^{\circ}$ | 64.0 | $64.6$ |
| B | head tube length | 4.7 in | 4.7 in | 4.7 in | 4.7 in | 4.9 in | 4.9 in | 4.9 in | 4.9 in |
| C | top tube horizontal | 22.4 in | 22.4 in | 23.4 in | 23.5 in | 24.8 in | 24.8 in | $\begin{aligned} & 26.0 \\ & \text { in } \end{aligned}$ | $\begin{aligned} & 26.1 \\ & \text { in } \end{aligned}$ |
| D | standover height | 30.0 in | 29.6 in | 30.2 in | 29.8 in | 31.1 in | 30.7 in | $\begin{aligned} & 31.5 \\ & \text { in } \end{aligned}$ | $\begin{aligned} & 31.1 \\ & \text { in } \end{aligned}$ |
| E | BB offset | -0.9 in | -0.5 in | -0.9 in | -0.5 in | -0.9 in | -0.5 in | $\begin{aligned} & -0.9 \\ & \text { in } \end{aligned}$ | $\begin{aligned} & -0.5 \\ & \text { in } \end{aligned}$ |
| F | BB height | 13.9 in | 13.7 in | 13.9 in | 13.7 in | 13.9 in | 13.7 in | $\begin{aligned} & 13.9 \\ & \text { in } \end{aligned}$ | $\begin{aligned} & 13.7 \\ & \text { in } \end{aligned}$ |
| G | wheel base | 48.4 in | 48.4 in | 49.4 in | 49.3 in | 50.7 in | 50.6 in | $\begin{aligned} & 51.9 \\ & \text { in } \end{aligned}$ | $\begin{aligned} & 51.8 \\ & \text { in } \end{aligned}$ |
| H | BB center to toptube center |  |  |  |  |  |  |  |  |
| I | BB center to top of seattube | 16.5 in | 16.5 in | 17.3 in | 17.3 in | 18.5 in | 18.5 in | $\begin{aligned} & 19.7 \\ & \text { in } \end{aligned}$ | $\begin{aligned} & 19.7 \\ & \text { in } \end{aligned}$ |
| J | seat angle | $76.5{ }^{\circ}$ | $77.2{ }^{\circ}$ | $76.3^{\circ}$ | $77.0^{\circ}$ | $76.1^{\circ}$ | $76.8{ }^{\circ}$ | $75.9$ | $76.6$ |
| K | chainstay | 18.3 in | 18.2 in | 18.3 in | 18.2 in | 18.3 in | 18.2 in | $\begin{aligned} & 18.3 \\ & \text { in } \end{aligned}$ | $\begin{aligned} & 18.2 \\ & \text { in } \end{aligned}$ |
| L | reach | 16.3 in | 16.6 in | 17.3 in | 17.6 in | 18.5 in | 18.8 in | $\begin{aligned} & 19.7 \\ & \text { in } \end{aligned}$ | $\begin{aligned} & 20.0 \\ & \text { in } \end{aligned}$ |
| M | stack | 25.4 in | 25.2 in | 25.4 in | 25.2 in | 25.6 in | 25.3 in | $\begin{aligned} & 25.6 \\ & \text { in } \end{aligned}$ | $\begin{aligned} & 25.3 \\ & \text { in } \end{aligned}$ |
| N | stem length | 2.0 in | 2.0 in | 2.0 in | 2.0 in | 2.0 in | 2.0 in | 2.0 in | 2.0 in |
| 0 | trail | 5.4 in | 4.9 in | 5.4 in | 4.9 in | 5.4 in | 4.9 in | 5.4 in | 4.9 in |

## Geometry Chart (INCHES)

|  |  | $S / 900$ | $S / 700$ | $M / 900$ | $M / 700$ | L / 900 | L/700 | XL / <br> 900 |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| XL / <br> 700 |  |  |  |  |  |  |  |  |
| LOW BB <br> Setting | HIGH BB <br> Setting | LOW BB <br> Setting | HIGH BB <br> Setting | LOW BB <br> Setting | HIGH BB <br> Setting | LOW BB <br> Setting | HIGH BB <br> Setting |  |


| A | head tube angle | $64.0{ }^{\circ}$ | $64.6{ }^{\circ}$ | $64.0{ }^{\circ}$ | $64.6{ }^{\circ}$ | $64.0{ }^{\circ}$ | $64.6{ }^{\circ}$ | $\\|_{0}^{64.0}$ | $\int_{0}^{64.6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| B | head tube length | 4.7 in | 4.7 in | 4.7 in | 4.7 in | 4.9 in | 4.9 in | 4.9 in | 4.9 in |
| C | top tube horizontal | 22.4 in | 22.4 in | 23.4 in | 23.5 in | 24.8 in | 24.8 in | $\begin{aligned} & 26.0 \\ & \text { in } \end{aligned}$ | $\begin{aligned} & 26.1 \\ & \text { in } \end{aligned}$ |
| D | standover height | 30.0 in | 29.6 in | 30.2 in | 29.8 in | 31.1 in | 30.7 in | $\begin{aligned} & 31.5 \\ & \text { in } \end{aligned}$ | $\begin{aligned} & 31.1 \\ & \text { in } \end{aligned}$ |
| E | BB offset | -0.9 in | -0.5 in | -0.9 in | -0.5 in | -0.9 in | -0.5 in | $\begin{aligned} & -0.9 \\ & \text { in } \end{aligned}$ | $\begin{aligned} & -0.5 \\ & \text { in } \end{aligned}$ |
| F | BB height | 13.9 in | 13.7 in | 13.9 in | 13.7 in | 13.9 in | 13.7 in | $\begin{aligned} & 13.9 \\ & \text { in } \end{aligned}$ | $\begin{aligned} & 13.7 \\ & \text { in } \end{aligned}$ |
| G | wheel base | 48.4 in | 48.4 in | 49.4 in | 49.3 in | 50.7 in | 50.6 in | $\begin{aligned} & 51.9 \\ & \text { in } \end{aligned}$ | $\begin{aligned} & 51.8 \\ & \text { in } \end{aligned}$ |
| H | BB center to toptube center |  |  |  |  |  |  |  |  |
| I | BB center to top of seattube | 16.5 in | 16.5 in | 17.3 in | 17.3 in | 18.5 in | 18.5 in | $\begin{aligned} & 19.7 \\ & \text { in } \end{aligned}$ | $\begin{aligned} & 19.7 \\ & \text { in } \end{aligned}$ |
| J | seat angle | $76.5^{\circ}$ | $77.2^{\circ}$ | $76.3^{\circ}$ | $77.0^{\circ}$ | $76.1{ }^{\circ}$ | $76.8{ }^{\circ}$ | $75.9$ | $76.6$ |
| K | chainstay | 18.3 in | 18.2 in | 18.3 in | 18.2 in | 18.3 in | 18.2 in | $\begin{aligned} & 18.3 \\ & \text { in } \end{aligned}$ | $\begin{aligned} & 18.2 \\ & \text { in } \end{aligned}$ |
| L | reach | 16.3 in | 16.6 in | 17.3 in | 17.6 in | 18.5 in | 18.8 in | $\begin{aligned} & 19.7 \\ & \text { in } \end{aligned}$ | $\begin{aligned} & 20.0 \\ & \text { in } \end{aligned}$ |
| M | stack | 25.4 in | 25.2 in | 25.4 in | 25.2 in | 25.6 in | 25.3 in | $\begin{aligned} & 25.6 \\ & \text { in } \end{aligned}$ | $\begin{aligned} & 25.3 \\ & \text { in } \\ & \hline \end{aligned}$ |
| N | stem length | 2.0 in | 2.0 in | 2.0 in | 2.0 in | 2.0 in | 2.0 in | 2.0 in | 2.0 in |
| 0 | trail | 5.4 in | 4.9 in | 5.4 in | 4.9 in | 5.4 in | 4.9 in | 5.4 in | 4.9 in |

