

WHYTE

PERFORMANCE BY DESIGN

099



Specification details were correct at the time of printing. However, product changes may occur after this time. Please check model availability and full specification details with your dealer prior to ordering. We discourage mail order on the grounds of customer safety and ease of after-sales service. Therefore, only bikes supplied fully assembled directly from an official dealer's premises qualify for any WHYTE warranty in the UK.

Customer's statutory rights are not affected.

WWW.WHYTEBIKES.CO.UK

E-120

DT SWISS

09 | **WHYTE** 
PERFORMANCE BY DESIGN

XTR

The 2009 Whyte brochure - at a glance

Pages	2-10	Whyte About Whyte – our philosophy, design and technology.
Pages	11-26	Whyte E-120 full suspension bikes Super light weight, high performance, full carbon, full suspension trail bikes.
Pages	27- 34	Whyte 19 carbon race bikes The ultimate no-compromise speed machines for race and high performance riding.
Pages	35-46	Whyte Hardtail Trail bikes Sweet handling, all purpose trail bikes for the purest riding experience.
Page	47	Frames The Whyte range of frames, full suspension, trail and race.

Detailed Specifications and Geometry for all the range can be found on pages 49-52

W H Y T E B I K E S 2 0 0 9



P E R F O R M A N C E B Y D E S I G N

Uncompromising performance is an easy statement to make. Genuinely pursuing that goal with total contempt of the accepted limits – be they material and technological or even aesthetic and financial – is definitely not the easy path. But since when has the easiest route been the best or most enjoyable option?

From the first radical, ultra smooth PRST-1 through the multi-award winning, long travel 46 to the current benchmark E-120 and 19 models, we've never listened to market analysts or accountants - just riders. Riders like you.

That's why we make sure our beautifully engineered, light and tight bikes are still always engineered for every tough, technical situation that might come your way. Our bearings are warranted for life in the wettest UK conditions. Our component choices are proved and perfected by lapping Cwm Carn day after day. Our massive mud clearances calibrated so that wheels will still go round as the Malverns becomes a mire for the fourth year running.





09 | WHYTE

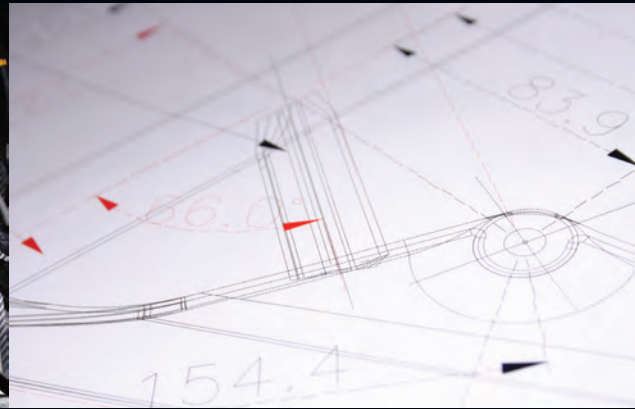
PERFORMANCE BY DESIGN

Whyte mix pioneering design, ultra high performance and proven practicality better than anyone else and it's never been more obvious than now. Whyte 2009 introduces our broadest yet most performance focused range yet.

We've produced our lightest ever full contact, no compromise trail bike – the E-120 Superbike. We've translated that same class leading composite engineering expertise into the blisteringly fast 19 Carbon hardtail. Plus, we've not only honed the performance of our already outstanding 19 Trail even further, we've literally added a whole new element - Titanium – to this exceptional family.

Whyte 2009: A whole new page in your riding experience.

W H Y T E D E S I G N T E A M



D E S I G N W I T H O U T C O M P R O M I S E

It's what the British have always done best. Glorious single digit defiance against far bigger opposition that we're theoretically no match for on paper. That's where the opposition have always failed though, pitting paper theory against raw talent and stubborn independence. We're very proud to carry on that tradition at Whyte.

Like most great British success stories from Formula One to the fields of Agincourt, the way we operate just wouldn't work on a big, mass market scale. There are literally a handful of us in the Whyte design team, but we're proud to be a genuinely uncompromised, tight knit team. A team whose clear thinking, forward focus and inspirational innovation is fired and forged by the harsh reality of UK riding day in, day out year after year.

Our successful designs are born from a rare mix of cutting edge computer CAD packages and sodden, grinding moorland singletrack. An encyclopaedic knowledge and appreciation of the finest details of fibre construction and alloy alchemy mated with the make or break clarity gained on 2am death laps in the pouring rain. However long it takes, the design journey is always made worthwhile by the shared, sly top of the climb or bottom of the descent grin that signals a project turning from OK to truly outstanding.



If our bikes and our riding weren't so important to us though we wouldn't have pioneered not one, but two unique dropout designs. The 'Big Gripper' system that synced Formula One and Moto GP technology to produce a super stiff rear triangle/wheel connection years before bolt through axles, and the geometry and 1 or 9 gear adjustable '19' design. Our frames wouldn't be so shockingly stiff in terms of linear response and power transmission if it wasn't our effort and our race team that had charged them up so many climbs so many times. Our geometry wouldn't be as sorted as it is unless we'd become obsessed with finding the perfect ride height and front centre dimensions to tame the slipperiest singletrack descents on our lunchtime rides. Hell, we might even begin to care less about mud clearance than cutting a few mind crushing weeks off development time if we weren't so determined our bikes will never clog, however sticky the Cotswolds get.

We wouldn't have it any other way though. Without the dedication, experience and skill of our design team the reviewers wouldn't have written so many superlatives and handed out so many awards for our scrapbooks. Our team riders wouldn't have had so many victories. Most importantly of all, we couldn't guarantee you the ride of your life unless we'd spent a significant part of ours making it that good.

WHYTE RACING UK

PERFORMANCE BY DESIGN

It's no coincidence that the original Whyte design team created the first ever full suspension bike to win the National XC series. Racing has always been in our blood, purely because blood full of lactic acid and adrenaline is the least forgiving of any performance or design compromises.

As you'd expect from Whyte we're not talking about hunting rainbow stripes with rent-a-racers on slick tyre World Cup courses. We're talking about lifelong relationships with the gritty, grimly determined sods who carve their mark on the UK racing scene through mud, sweat and pain. These are riders who'll push on when every muscle and sinew is screaming stop. Take the fastest, most brutal line every lap whatever the consequences. Ride countless km on the Saturday, sleep for a few hours and then repeat it all again on the Sunday. You just can't inflict that sort of stress on a test bike without a finish line at the end and it makes our racers crucial in establishing our reputation for unsurpassed reliability.



It's no coincidence that while any fragile featherweight bike can take smooth groomed course glory, our riders and bikes win at the most gruelling 'real riders' events. This year it's been the storm lashed 7 day TransWales race, the Somme like attrition of Dusk till Dawn, Hit the North and Theford NPS. The brutally technical Laggan XC course, the top two places (yet again) at the summer Polaris event and countless other personal victories on podiums and summits every weekend.

We can't think of a better way to prove - and improve - our durable, inspirational performance than continuing involvement with UK racing. We can't think of a better way to thank our athletes than to give them even more of an advantage in 2009.

From right to left:
Jimmy Taylor, second at Summer Polaris and fourth Marin Rough Ride.
Paul Lasenby - 6th in the National Masters.
Steve Heading, winner TransWales, Summer Polaris and second at TransPoland
Shaun Wells, winner Hit the North and top ten finish at Catton.
Andy Barlow, winner Laggan XC in the Highlands and NPS round one at Theford Forest.



2006

2008

2005

Mountain Mayhem

2008

TITEC

THOMSON

Flat-Tracker

WHYTE CARBON TECHNOLOGY

AS FEATURED ON THE WHYTE E-120, 19 TEAM AND 19 RACE

Finished carbon fibre components are only as good as the raw material they start from, the accuracy with which they are designed and the precision they are put together. That's why we insist on taking complete control of the design and manufacture of our carbon frames at Whyte.

The 3D design work, prototype ride testing and pre production evolution are all conducted and controlled by the Whyte design team here in the UK. Even the simplest components hide design ingenuity and performance evolution of the highest level. Our carbon monocoque 'Quad-Link' linkages are a classic example of maximum lightweight stiffness in a key component locking down suspension and ride performance throughout the frame. We deliberately shift any fibre joins or overlaps away from high stress junction and load bearing areas. It means manufacturing takes longer and costs more, but we'll leave those who care more about profit and price points than performance and reliability to risk putting seams and section ends exactly where they can cause most problems.

Together with our premium manufacturing partners we also oversee every element of production. Even the design, weaving and resin impregnation of all the pre preg carbon sheets are done in-house at the factory for total zero tolerance quality control. It's the only way we can truly know that all the filaments are continuous and free from the interrupted or fractured fibre flaws that lead to weak points and total structural failure in some less obsessively controlled designs. It also means we can develop special combinations of filament grades and resin types to give our Whyte carbon frames a genuine leading edge performance advantage that others can't match.

You can still throw all this advantage away in the final construction phases though. That's why all Whyte carbon frames are hand made by senior composite experts with years of training and certification using bespoke precision moulds for our complex composite lay ups.

The end result are our unique, innovative, UK specific design solutions translated through true top quality carbon fibre manufacture to deliver the distinctive Whyte bikes and performance you trust. You won't see them being used by anyone else, and you won't see them being matched by many either.

CARBON MONOCOQUE LINKAGES.

Because Quad-Link is simple in design and execution, we've developed some fantastic full carbon monocoque links. They have been specifically designed with a full carbon structure with 2014 T6 aluminium bearing inserts. They offer fantastic stiffness and light weight, boosting suspension and ride performance.

CARBON FRAME TECHNOLOGY





WHYTE E-120

Let's be honest. There are lots of lightweight carbon fibre trail bikes to choose from. That's why we made sure the Whyte E-120 is the only one you'd choose. Set your saddle height via the uniquely comfortable, confidently secure broad lever seat clamp. Note how both seat slot and shock are completely protected from spray and debris. Relax into the proper width bars with full fat lock on grips not limp wrested featherweight foam. This is a proper, ultra practical bike.

Now take a deep breath. What happens next will be a shock.

With its exceptional inline stiffness, from monocoque headstock to unique, latched Big Gripper dropouts, the ultra-low weight chassis and suspension are tuned for immediate, unflinching power delivery.

This bike doesn't just accelerate, it slams you forward with a force that's a vicious assault on the probable and plausible, turning over all your previous conceptions of personal speed as fast as it turns over gears.

Once unleashed it won't let go of that velocity either. It carves corners, cambers and random chaos with contemptuous accuracy. It swallows block hits and drops so seamlessly you'll be on the power through all your previous braking points, and it's GATSO fast on the real rippers.

That's what the riders and reviewers told us last year anyway. So this year we've tuned fibre lay ups, modified the carbon 'Quad' links and used an even more refined parts pick.

The result is E-120 2009 - proper nose bleed, heart flutter, ground rush speed at its most dramatic and addictively undeniable.





QUAD-LINK II SUSPENSION
GUY WHYTE DESIGNS
UK PATENT 24,174,68 OTHER INTERNATIONAL PATENTS APPLY

E-120

DUNLOP



QUAD-LINK II SUSPENSION

THE UK SUSPENSION BIKE PLATFORM

We've always geared our bikes towards the optimum UK performance, because that's what we know and ride ourselves. It shouldn't surprise you that we apply those same practical, hard work honed parameters to our suspension systems too.

We spent our early years refining the ultimate single pivot swingarm platform for UK use. Simple, communicative, intuitive and totally reliable, our bikes were a performance benchmark for years. Then we realised we could move the benchmark ourselves.

QUAD-Link II takes all the simplicity and low weight benefits of a single pivot design to keep the bike totally rideable and reliable in the worst conditions you can throw at it. At the same time it removes all the inevitable compromises with carefully created controllable wheel paths and variable shock leverage ratios to maximise your control and enjoyment.

It drives, grips, sucks up small bumps, handles hits and keeps control better than any single pivot system, yet it copes with mud, lack of maintenance, gruelling grinding paste trails and future shock changes better than any other linkage design. QUAD-Link II really is the UK suspension bike platform.

SIMPLEST 4 BAR LINKAGE SYSTEM; UNIQUE & PATENTED

QUAD-Link II is the simplest 4-Bar Link system... In fact, there is less to it than most linkage assisted single pivot systems. QUAD-Link bikes are unique and patent protected.

INTELLIGENT WHEEL PATH DESIGN

The intelligent wheel path from our unique 4-Bar linkage architecture is key to the performance of our bikes. Initial rearward movement trajectory lets the wheel absorb the slap of square edged hits, maintaining momentum even at slow climbing speeds. It also keeps the bikes feeling sharp and connected under power.

Reduced chain-growth deeper into the wheel path prevents pedalling interruption and control compromising kickback from bigger hits throughout the stroke.

QUAD LINK II SUSPENSION

AS FEATURED ON THE E-120

GENUINELY VARIABLE LEVERAGE RATIO: TUNED FOR THE TRAIL AHEAD

Because of a carefully engineered relationship between leverage ratio, wheel path and chain-growth, QUAD-Link suspension can use a minimally damped shock to give the plushiest, smoothest small bump response. The QUAD-Link system then transitions smoothly through the mid-stroke of the shock to catch and control the biggest hits without ramping up or bottoming out harshly.

By working closely with design engineers and riders at Fox, SRAM and DT Swiss we can tailor the leverage ratio to the spring rates of the air shocks we choose. This complete integration of all the aspects of the suspension is how we guarantee perfectly controlled suspension performance throughout the stroke.

EFFICIENT PEDALLING WITHOUT PERFORMANCE STIFLING OVER DAMPING

At Whyte we've always believed in letting the shock do the best job of absorbing impacts that it can. Not choking small bump performance with excessive low speed compression damping or control compromising 'platforms'.

Because we can tune each aspect of the suspension performance independently from the others our bikes achieve great pedalling performance and traction control as well as small bump absorption. Our intelligent wheel path pulls peak power into the ground exactly when and where you need it to give exceptional traction. Meanwhile we can maintain low damping levels in the shock for the best small bump absorption and comfort at all ride speeds.



SHOCK PROTECTED FROM MUD & WATER SPRAY

The cleaner and slicker your shock is, the cleaner and smoother your suspension will work, both now and - even more noticeably - next month. Shielded by the seat tube at the rear and sandwiched below swingarm and downtube above and below, the shock is kept as clean and dry as possible. This dramatically reduces wear and the chance of accidental damage to shock and mounting hardware, increasing reliability, reducing servicing and extending suspension lifespan.

UNINTERRUPTED SEAT TUBE DESIGN

By using a conventional, complete seat tube we can maintain a simple, strong and light chassis with full seatpost height adjustment.

LIFETIME WARRANTY ON PIVOT BEARINGS

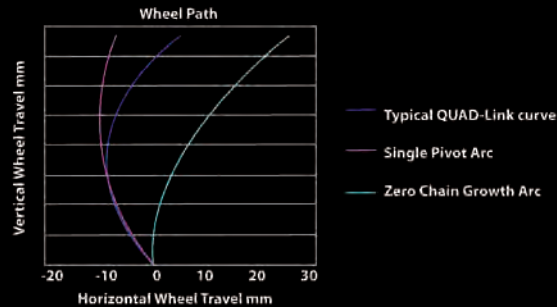
The suspension system, the pivot bearings themselves and the way they install into the chassis are all specifically designed for maximum lifespan. That's why we can offer an unmatched lifetime warranty on the pivot bearings of our bikes.

FUTURE-PROOF STANDARD SHOCKS IN STANDARD SIZES

As we design our bikes to provide years of exceptional performance we make sure the shocks we use can keep pace. We never rely on custom designs or specialist damping tunes and always use standard size shocks from the best manufacturers. That way we can guarantee full compatibility and easy upgradeability far into the future.

INTELLIGENT WHEEL PATH GRAPH

The wheel path of a suspension bike can heavily influence the ride characteristics, in the graph below we've plotted out some typical wheel paths to illustrate the advantages of having an intelligent wheel path.



Light blue is showing a zero chain growth arc, where the chain-stay length of the bike remains constant throughout the travel, this is also a close approximation to a low seat tube mounted single pivot linkage bike like a Kona or Trek.

Pink is a typical single pivot arc (Orange 5, Cannondale Prophet) where it's possible to generate some chain-growth early on, but impossible to stop the chain-growth from continuing to grow later into the travel, thus effecting pedalling efficiency.

The typical QUAD-Link wheel path is in dark blue. Initially we're moving the wheel back further generating more chain growth for firmer pedalling response without over-damping the shock, and at the same time stopping the rear wheel from stalling out over square edge bumps. Later into the travel, we engineer the wheel path to control chain-growth to prevent cripplingly inefficient pedal feedback on bigger hits.



BIG GRIPPER

AS FEATURED ON THE E-120

Despite the increased stresses placed on a mountain bike, the way in which the rear wheel is clamped into an XC frame has not fundamentally changed for 100 years, except from the addition of a quick release! Some downhill bikes feature oversized bolted through-axle systems which were originally designed for use on high performance motorbikes because they offer significant stiffness benefits, however this system is not particularly user friendly because it lacks a quick release facility and requires special nonstandard hubs.

Whyte's patented "Big Gripper" dropout system offers all of the stiffness benefits of a through axle, but with a slick quick release system that allows you to remove your wheel as fast and easy as a conventional QR. When the dropout is opened it swings the rear derailleur back, moving the jockey wheel and chain out of the way and allowing the rear wheel to be removed with ease. When the rear wheel is clamped into the dropout it is supported by the wrap around clasps through a full 360 degrees, unlike a conventional dropout which only clamps through 180 degrees. This has the dual advantage of increasing stiffness and also ensuring exact wheel alignment time and again, a real benefit for use with disc brakes.

Any standard 135mm hub can be converted to fit the Big Gripper system. This allows riders to up-grade their wheels at any time and still enjoy all the added benefits of the Big Gripper system.



THRU AXLES AND BB30

Whyte's UK design team are always looking for new ways to reduce weight, increase stiffness and improve performance. This year we've adopted two new technologies worthy of note.

Firstly we've ditched the old fashioned quick release hub on all our Trail bikes including the E-120 range and the 19 Trail and Titanium – and replaced it with either FOX's 15QR or RockShox Maxle Lite adding up to 25% increase in stiffness, improving wheel tracking and handling without a weight penalty and yet maintaining rider friendly rapid wheel removal.

Secondly we've started to use the new bottom bracket interface BB30. Found on our new 19 Trail Titanium, 19 Carbon Race and Team models, the BB30 can significantly reduce weight, add stiffness and improve bearing durability.





DT SWISS

BIG RIPPER
PATENTED
WITHOUT BUSTON

WHY? DT SWISS EQUIPS WHY?

WHYTE E-120 SUPER BIKE

TYPICAL USAGE: CROSS COUNTRY,
TRAIL, ENDURANCE RACE

Frame – Whyte Uni-directional multi mono-coque, with single mono-coque rear swingarm and carbon linkages **Fork** – DT Swiss XMC 130 carbon suspension fork, with 130mm of travel, adjustable rebound and compression damping and 'Launch control', RWS 15mm through axle. **Rear Shock** – DT Swiss XR Carbon 190. Superlight carbon rear shock with adjustable damping and lockout **Transmission** – Full Shimano XTR, including the Shadow carbon rear derailleur **Brakes** – Formula R1 carbon, with floating rotors **Chainset** – Shimano XTR, with Hope sealed bottom bracket **Wheels** – DT Swiss XCR330 carbon rims, with 32 hole DT Swiss 240 hubs, and DT Aerolite spokes

- A no compromise "wish list" component package, for the definitive UK trail bike and super exclusive – only 25 are available for 2009
- Using the lightest components while retaining trail bike usability and toughness – weight is a stunning 23 ½ lbs

CARBON FRAME TECHNOLOGY
CT
BESPOKE DESIGN





LINK II SUSPENSION
HYTE DESIGNS
PATENT 2417468 OTHER INTERNATIONAL PATENTS APPLY

E-120

FLOATER
SHOCK TUNE
E-120

XAS38A212

WHYTE E-120 TEAM

TYPICAL USAGE: CROSS COUNTRY,
TRAIL, ENDURANCE RACE

Frame – Whyte Uni-directional multi monocoque, with single monocoque rear swingarm and carbon linkages. **Fork** – Fox F120 RLC suspension fork, with 120mm of travel, adjustable rebound and compression damping and lockout. 15QR through axle. **Rear Shock** – Fox Float RP23 with rebound damping adjustment and adjustable DOHC propedal. **Transmission** – Full Shimano XTR, including the Shadow Carbon rear derailleur. **Brakes** – Hope Mini Pro, with one piece callipers and Titanium hardware. **Chainset** – Shimano XTR, with Hope sealed bottom bracket. **Wheels** – Hope X-C PRO III wheelset with DT Swiss 4.2D rims, and 3 bolt rotor attachment.

- XTR Transmission and Hope Mini Pro brakes for the optimum braking and shifting performance
- Fox F120 RLC Fork, with 120mm of travel and the new QR15 axle interface for stiffness and peace of mind
- Reinforcing its position as the strongest and stiffest 24lb trail bike available

CARBON FRAME TECHNOLOGY
CT
RESPOKE DESIGN





WHYTE E-120 TRAIL

TYPICAL USAGE: CROSS COUNTRY,
TRAIL, ENDURANCE RACE

Frame – Whyte Uni-directional multi mono-coque, with single mono-coque rear swingarm and carbon linkages **Fork** – Rockshox Reba Race suspension fork, with 120mm of travel, adjustable rebound and remote Pushloc Motion Control Damping. Maxle light 20mm through axle **Rear Shock** – Fox Float RP23 with rebound damping adjustment and adjustable DOHC pro-pedal **Transmission** – Sram X0 carbon rear derailleur and shift levers **Brakes** – Avid Elixir Carbon **Chainset** – Shimano XT Hollowtech II, with Shimano XT bottom bracket **Wheels** – Hope II PRO hubs with Mavic XC-717 rims

- Optimum UK spec using Sram XO shifting, and Avid Elixir Carbon brakes, dependable components for all weathers
- The first choice for Marathon and endurance racers across the UK

CARBON FRAME TECHNOLOGY
CT
BESPOKE DESIGN





WHYTE E-120 XT

**TYPICAL USAGE: CROSS COUNTRY,
TRAIL, ENDURANCE RACE**

Frame – Whyte Uni-directional multi monocone, with single monocone rear swingarm and carbon linkages Fork – Fox F120 RL suspension fork, with 120mm of travel, adjustable rebound and lockout. 15QR through axle Rear Shock – Fox Float RP2 with rebound damping adjustment and 2 position DOHC propedal Transmission – Full Shimano XT, including the Shadow rear derailleur Brakes – Avid Elixir Chainset – Shimano XT Hollowtech II, with Shimano XT bottom bracket Wheels – Shimano XT wheelset WH-M775

- Full Shimano XT transmission, including wheels – offering unsurpassed performance for the price
- The 2009 XC trail bike benchmark

CARBON FRAME TECHNOLOGY
CFT
BESPOKE DESIGN



WHYTE 19 CARBON

This is not another carbon copy. This is not an alloy bike re wrapped in fibre to feed current carbon fashion. This is not an Airfix kit of picked from catalogue parts where the only real design input is the stickers. The carbon 19 is the engineering expertise and innovation of our benchmark setting E-120 plus all the zero tolerance hardtail experience of our race and design teams, fused together, fibre by deliberately selected and orientated fibre.

The result is the perfect platform for every fibre too. Interval trained muscle meshes with massive BB30 bottom bracket and zero deflection chainstays to rip holes in the race pack or leap up climbs you normally crawl. Curved composite maintubes are the bow that fires the honed 100mm fork geometry true as an arrow through the most technical lines. Every gram we've sweated to lose from this ultralight frame means another metre gain more for the fitness you've sweated to gain. Metres that are as crucial in the final seconds of a 24hr race as they are making sure you're king of the hill this weekend.

The new 19 carbon - zero compromise, high velocity architecture for shaving vital seconds and hunting down new victims wherever you ride.







44T

32T

T-30

FSA K-FORCE LIGHT

HOLLOW CARBON - MTB

FSA
T-30

FSA

FSA

WHYTE 19 TEAM

TYPICAL USAGE: CROSS COUNTRY,
RACE

Frame – Whyte Uni-directional multi monocoque, precision race chassis Fork – Rockshox SID World Cup suspension fork, with 100mm of travel and remote Push Loc motion control damping Transmission – Full Shimano XTR, including the Shadow carbon rear derailleur Brakes – Shimano XTR with 160mm center lock rotors Chainset – FSA K-Force light hollow carbon, with BB30 bottom bracket system Wheels – Shimano XTR WH-M975 wheelset

- New for 2009, our Uni-directional carbon frame technology is applied to a hardtail for the first time, at a super light 1150g it saves 450g from last year's alloy frame
- Designed to win as the ultimate XC race bike, and will be used extensively by Whyte racing UK in 2009. Complete bike weight only 20lbs



CARBON FRAME TECHNOLOGY
CF
BESPOKE DESIGN



COMPOSITE MONOCOQUE

WIPAC



WHYTE 19 RACE

TYPICAL USAGE: CROSS COUNTRY,
RACE

Frame – Whyte Uni-directional multi monoque, precision race chassis Fork – Rockshox SID Race suspension fork, with 100mm of travel and remote Push Loc motion control damping Transmission – Full Shimano XT, including the Shadow carbon rear derailleur Brakes – Hayes Stroker carbon with 160mm rotors

- New for 2009, our Uni-directional carbon frame technology is applied to a hardtail for the first time, at a super light 1150g it saves 450g from last year's alloy frame
- Defining in equal measure the super light trail bike or XC race bike, complete bike weight only 22lbs

CARBON FRAME TECHNOLOGY
CT
BESPOKE DESIGN







WHYTE TRAIL HARDTAILS

Some of them understand what we say. Others pretend to love our 'crazy' humour. None of them get the idea of trail hardtails though. It's basically because our riding is lower, slower but far more technical than most other countries. That and the fact we take a sick pride in mastering it on machinery that makes the experience as vivid, vital and rewarding as possible. Black grade trail centres, or the most evil crags and cut and thrust cheeky trails of your local woods. We know exactly where and what you ride and what you need because they're our favourite hardcore haunts too.

Whyte's 19 hardtails are lightweight, super responsive bikes designed to tackle the toughest trails head on.

Thru axle 120mm forks mean no lines or entry speeds are off limits, but there's no wallow or wander to throw you off balance. Taut frames and high traction tyres lock into last second, ragged edge moves with surefooted saves and fire you into the next section while others are still fumbling around behind. Our unique adjustable dropouts let you choose the perfect geometry or geared/singlespeed transmission rig without any ride compromise.

This year we've not only fine tuned our alloy bikes to an even higher performance pitch but also added the unique whip spring agility of true top quality titanium to our roster. Whyte 19 Trail – Inspirational technical terrain tamers. The only hard part is tailing them.



TITANIUM TECHNOLOGY

AS FEATURED ON THE WHYTE 19 TRAIL TI

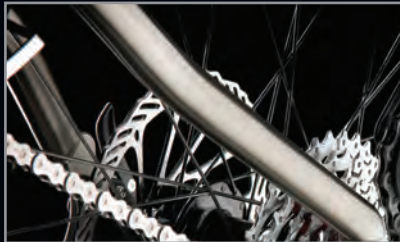
As with Whyte's carbon fibre technology philosophy, when it came to engineering a world class contemporary titanium hardtail, we used the finest factory in the world, with unmatched quality and guaranteed material certification. Litespeed know titanium, and we are now able to couple the expertise and passion for technology at this world class NASA subcontractor, with Whyte's own UK designers to offer the ultimate trail hardtail in the classic hardtail frame material of choice... Titanium.

As with our eponymous aluminium Whyte 19, the new titanium Whyte 19T features new and exciting technology from the outset, and some elegant tube shapes. We chose to couple a classic looking tubeset in cold worked 3AL-2.5V titanium with a simple and elegant seat stay design that does away with unnecessary welding and further enhances the ride comfort and feel inherent in titanium.

Using longer, uninterrupted and curving tubes for the seat stays allows more trail feedback to disperse through the chassis and adds comfort compared with shorter tubes joined with unnecessary welds that are more commonly used in monostay designs.

We also include the latest BB30 bottom bracket technology for lightweight, additional stiffness with long bearing life and finally our celebrated 19 dropout, allowing geometry adjustment and even hassle-free conversion to singlespeed transmission.

Combining this technology with our very latest 19 Trail bike geometry and designed from the start for a 120mm travel fork, we have a lightweight, responsive ride with that legendary ride "feel" that only titanium can offer.





WHYTE 19 DROPOUT

AS FEATURED ON THE WHYTE 19 TRAIL AND 19 TRAIL TITANIUM

The Whyte 19 CNC machined rear dropouts allow stepless adjustment of the chainstay length between 415 and 435mm. The driveside dropout plates are interchangeable allowing the user to choose either a standard dropout plate with derailleur hanger or a singlespeed specific dropout. When using the singlespeed dropout, the stepless adjustment of the chainstay length can be used to precisely tension the chain for a true singlespeed set up.

With the chainstay length increased the bike sits slightly lower giving a more relaxed feel to the ride and also feels more stable on steep, technical downhills.

Shortening the chainstay length raises the bottom bracket height slightly for increased ground clearance, improved climbing and sharper handling in tight, twisty singletrack.

Both dropout plates are engraved with markings to make accurate wheel alignment quick and easy. The IS disc mount is part of the dropout plate so there is no need to adjust the brake calliper following dropout adjustment.

And finally it means (quite uniquely) you can replace the dropouts on a titanium frame, so a major derailleur accident shouldn't mean a replacement frame like some of our competitors.





WHYTE 19 TRAIL TI

TYPICAL USAGE: CROSS COUNTRY,
TRAIL

Frame – Whyte 3AL 2.5V Titanium trail chassis with Whyte adjustable and replaceable dropouts Fork – Fox F120 RL suspension fork, with 120mm of travel, adjustable rebound and lockout. 15QR through axle Transmission – Sram X0 carbon rear derailleur and X9 shift levers Brakes – Avid Elixir carbon Chainset – FSA Afterburner crankset, with BB30 bottom bracket system Wheels – Hope II PRO hubs with Mavic XM-719 rims

- Brand new for 2009, a Titanium frame using the design skills of Whyte combined with the manufacturing skills of Lifespeed for the definitive UK hardtail
- Cold worked 3/2.5 for light weight, with the unique compliant, responsive ride that can only come from Titanium. Designed for 120mm travel forks

TITANIUM FRAME
TECHNOLOGY
TI
BESPOKE DESIGN





WHYTE 19 TRAIL

TYPICAL USAGE: CROSS COUNTRY,
TRAIL

Frame – Whyte AN6 hydro formed aluminium trail chassis with Whyte adjustable and replaceable dropouts **Fork** – Fox F120 RL suspension fork, with 120mm of travel, adjustable rebound and lockout. 15QR through axle **Transmission** – Sram X0 carbon rear derailleur and X9 shift levers
Brakes – Avid Elixir carbon **Chainset** – Shimano XT Hollowtech II, with Shimano XT bottom bracket **Wheels** – Hope II PRO hubs with Mavic XM-719 rims

- Improved and redeveloped frame for 2009 season, with new geometry and a new butted AN6 tubeset for a sharper and more precise ride
- This exceptionally versatile UK hardtail is light enough to race and tough enough for trails
- Featuring our unique adjustable geometry rear dropouts





WHYTE 905

TYPICAL USAGE: CROSS COUNTRY,
TRAIL

Frame – Whyte 6061 hydro formed aluminium trail chassis, custom drawn and multi butted Fork – Rockshox Reba SL suspension fork, with 120mm of travel, motion control damping and turnkey lockout. Maxle light through axle Transmission – Shimano XT rear derailleur and SLX shift levers Brakes – Hayes Stroker carbon Chainset – Shimano SLX Hollowtech II, with Shimano bottom bracket Wheels – Hope II PRO rear hub with Mavic XM-317 rims

- Improved and redeveloped frame for 2009 season, with new geometry and a new butted 6061 tubeset for a sharper and more precise ride
- Proven UK specific trail geometry and an exceptionally high quality frame offers outstanding value for money with tough, no-compromise performance



WHYTE 2009 FRAMES

FOR 2009 WE WILL BE OFFERING THREE FRAMES



WHYTE E-120

- The definitive suspension trail bike
- Colour – raw carbon with silver decals
- Supplied complete with Fox RP23 rear shock, FSA special Whyte designs headset, Getta Grip seat clamp and Big Gripper rear hub adaptor.

CARBON FRAME TECHNOLOGY
CFT
BESPOKE DESIGN



WHYTE 19 CARBON

- Setting a new category for super lightweight, high performance ready to race trail bikes
- Colour – raw carbon with red
- Supplied complete with special Whyte designs headset and Getta Grip seat clamp

CARBON FRAME TECHNOLOGY
CFT
BESPOKE DESIGN



WHYTE 19 TRAIL TITANIUM

- The unique ride of titanium combined with the legendary 120mm fork travel Whyte geometry
- Colour – raw satin titanium with subtle bead-blasted decals
- Supplied complete with special Whyte designs headset and Getta Grip seat clamp
- Unique adjustable and replaceable 19 dropout - change geometry or run singlespeed

TITANIUM FRAME TECHNOLOGY
TI
BESPOKE DESIGN



B E S P O K E F R A M E D E S I G N



GEOMETRY

Geometry – the angles that define the way a bike interacts with the rider and the trail - is the most important part of any bike's character and performance. It affects every aspect from that welcoming initial confidence, comfort and control to how hard you push yourself hours into a race or what new technical sections you've mastered months after your first ride. Whether it's that crucial traction balance on the crux move of a killer climb or calmly making a turn mm from the edge of potential disaster on a flat out descent. We've designed our bikes to handle superbly in every situation.

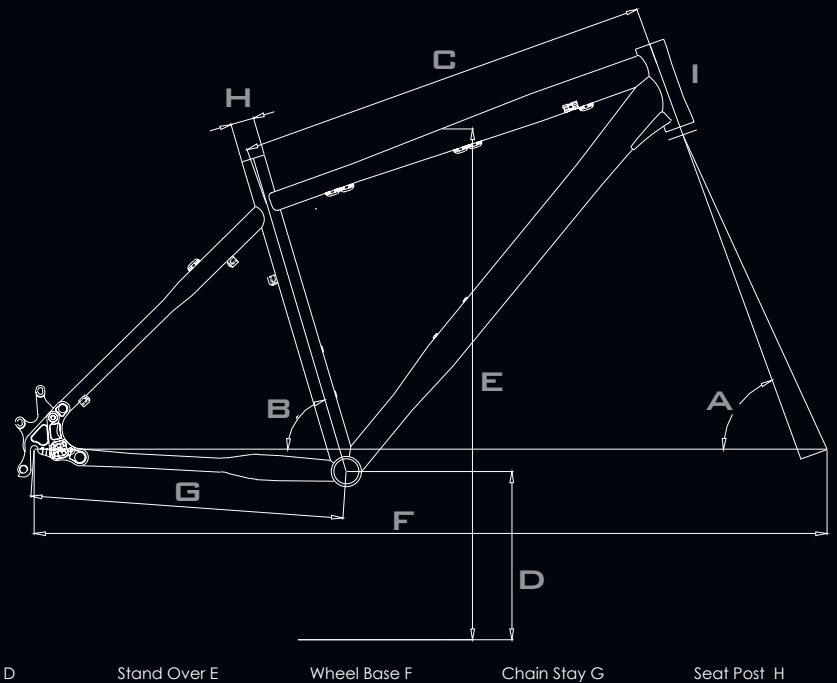
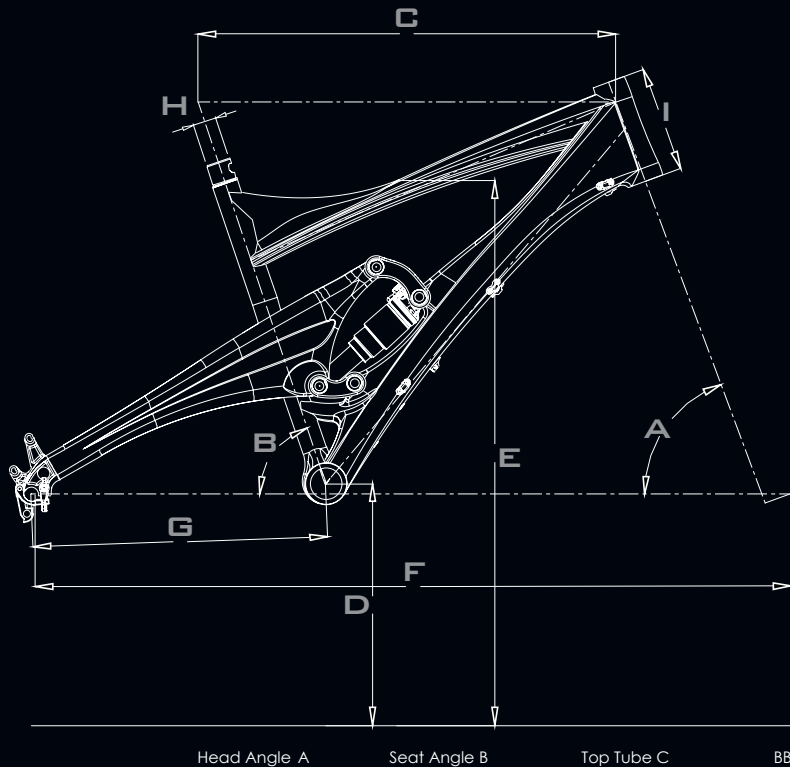
Our R&D office uses AutoDesk 3D CAD packages to allow us to conceive, develop and perfect potential geometry before we even get on the trail.

Unlike many manufacturers we rework our geometry for each and every bike too.

Likely use, likely riders, suspension function, frame attributes – it all affects what angles and dimension will create the optimum character. We also break down each individual aspect of a bike's geometry as well as the components we'll use so we can isolate and precision tune each vital variable. By co-developing suspension and handling geometry in tandem we can ensure that both work together seamlessly in every situation too.

Finally we build a selection of prototypes for our development team to appraise, prove and perfect in real world trail conditions that no computer simulation can hope to match. It's the feedback of these brutally uncompromising riders as well as our sponsored athletes that give the stamp of true trail authority or send us back to the drawing board again.

After all, if it doesn't ride right, it's not a Whyte.



GEOMETRY

E-120

Size	Head Angle	Seat Angle	Top Tube	BB Height	Stand Over
X-Small	69.6°	71.6°	571.9mm	345.44mm	719.3mm
Small	69.6°	71.6°	583.5mm	345.44mm	741.9mm
Medium	69.6°	71.6°	596.2mm	345.44mm	754mm
Large	69.6°	71.6°	610.3mm	345.44mm	780.6mm
Size	Wheel Base	Chain Stay	Seat Post	Head Tube	
X-Small	1058.4mm	420mm	30.9mm	128mm	
Small	1070.7mm	420mm	30.9mm	143mm	
Medium	1083.8mm	420mm	30.9mm	153mm	
Large	1098.8mm	420mm	30.9mm	173mm	

E-120 SUPER BIKE

Size	Head Angle	Seat Angle	Top Tube	BB Height	Stand Over
X-Small	68.7°	70.6°	574.8mm	350mm	734.1mm
Small	68.7°	70.6°	586.5mm	350mm	748.1mm
Medium	68.7°	70.6°	599.3mm	350mm	760.2mm
Large	68.7°	70.6°	613.3mm	350mm	786.5mm
Size	Wheel Base	Chain Stay	Seat Post	Head Tube	
X-Small	1064.5mm	420mm	30.9mm	128mm	
Small	1076.7mm	420mm	30.9mm	143mm	
Medium	1090.1mm	420mm	30.9mm	153mm	
Large	1104.8mm	420mm	30.9mm	173mm	

19 TEAM & RACE (CARBON HT)

Size	Head Angle	Seat Angle	Top Tube	BB Height	Stand Over
Small	70.0°	73.5°	585.3mm	305mm	773.7mm
Medium	70.0°	73.5°	600.9mm	305mm	796.8mm
Large	70.0°	73.5°	614.0mm	305mm	816.5mm
Size	Wheel Base	Chain Stay	Seat Post	Head Tube	
Small	1077.5mm	420mm	30.9mm	136mm	
Medium	1093.0mm	420mm	30.9mm	136mm	
Large	1107.9mm	420mm	30.9mm	146mm	

905

Size	Head Angle	Seat Angle	Top Tube	BB Height	Stand Over
Small	68.0°	72.5°	565.1mm	314.1mm	754.7mm
Medium	68.0°	72.5°	584.5mm	314.1mm	780.1mm
Large	68.0°	72.5°	609.6mm	314.1mm	803.4mm
Size	Wheel Base	Chain Stay	Seat Post	Head Tube	
Small	1076.0mm	425mm	30.9mm	122mm	
Medium	1096.2mm	425mm	30.9mm	132mm	
Large	1123.0mm	425mm	30.9mm	152mm	

19 TRAIL TITANIUM AND 19 TRAIL

Size	Head Angle	Seat Angle	Top Tube	BB Height	Stand Over (Titanium)
Small	67.7° - 68.2°	72.2° - 72.7°	565.1mm	310.6mm - 316.8mm	769.0mm
Medium	67.7° - 68.2°	72.2° - 72.7°	584.5mm	310.6mm - 316.8mm	788.5mm
Large	67.7° - 68.2°	72.2° - 72.7°	609.6mm	310.6mm - 316.8mm	812.5mm
Size	Wheel Base	Chain Stay	Seat Post	Head Tube	Stand Over (Trail)
Small	1065.3mm - 1082.5mm	415mm - 435mm	30.9mm	100mm	754.7mm
Medium	1085.2mm - 1102.4mm	415mm - 435mm	30.9mm	115mm	780.1mm
Large	1111.1mm - 1128.3mm	415mm - 435mm	30.9mm	125mm	803.4mm

SPECIFICATIONS

Model	Whyte E-120 Super Bike	Whyte E-120 Team	Whyte E-120 Trail	Whyte E-120 XT
Colour	Raw Uni-directional Carbon, Red and Silver	Raw Uni-directional Carbon, Green and White	Raw Uni-directional Carbon, Red and Silver	Raw Uni-directional Carbon White and Silver
Sizes Available	XS, S, M, L	XS, S, M, L	XS, S, M, L	XS, S, M, L
Frame	Uni-directional Multi Mono-coque Front Triangle, Single Mono-coque Rear Swing arm, Carbon Linkages	Uni-directional Multi Mono-coque Front Triangle, Single Mono-coque Rear Swing Arm, Carbon Linkages	Uni-directional Multi Mono-coque Front Triangle, Single Mono-coque Rear Swing Arm, Carbon Linkages	Uni-directional Multi Mono-coque Front Triangle, Single Mono-coque Rear Swing arm, Carbon Linkages
Fork	DT Swiss XMC 130 QR15, 130mm Travel, Carbon Lowers, Rebound and Compression Adjust	Fox F120RLC QR15, 120mm, Titanium	RockShox Reba Race 120mm with Maxle Light 20mm, Remote Push-lock Motion Control Damping, Adjustable Rebound	Fox F120RL QR15, 120mm
Rear Shock	DT Swiss XR Carbon, with Lock-Out and Rebound Adjust	Fox Float RP23, with Rebound Adjustment and Adjustable DOHC ProPedal, Whyte Designs Cartridge Bearing Lower Shock Bushings	Fox Float RP23, with Rebound Adjustment and Adjustable DOHC ProPedal, Whyte Designs Cartridge Bearing Lower Shock Bushings	Fox Float RP2, with Rebound Adjuster and 2 Position ProPedal Lever, Whyte Designs Cartridge Bearing Lower Shock Bushings
Headset	FSA Special Whyte Integrated Headset, with 1/18" Top and 1 1/4" Lower Sealed Cartridge Bearings	FSA Special Whyte Integrated headset, with 1/18" Top and 1 1/4" Lower Sealed Cartridge Bearings	FSA Special Whyte Integrated Headset, with 1/18" Top and 1 1/4" Lower Sealed Cartridge Bearings	FSA Special Whyte Integrated Headset, with 1/18" Top and 1 1/4" Lower Sealed Cartridge Bearings
Rear Hub	DT Swiss 240, Centre-Lock	Hope X-C Pro III Wheelset, with 3 Bolt Rotor Attachment	Hope II Pro Disc Hub, 32 Hole	Shimano XT Wheelset WH-M775 with Centre Lock Disk Rotors
Front Hub	DT Swiss 240 15QR, Centre-Lock	Hope X-C Pro III Wheelset, with 15QR and 3 Bolt Rotor Attachment	Hope II Pro Disc Hub 20mm Through Axle, 32 Hole	Shimano XT Wheelset WH-M778 QR15 with Centre Lock Disk Rotors
Spokes	DT Swiss Aerolite with Red Alloy Nipples	Hope X-C Pro III Wheelset, with 3 Bolt Rotor Attachment	DT Competition Butted 1.8-1.6-1.8mm, Black Stainless with Brass Nipples	Shimano XT Wheelset WH-M775/8
Rims	DT Swiss XCR 330 Carbon, 32 Hole	Hope Pro III Wheelset using DT 4.2D Rims	Mavic XC-717, 32 Hole, Black	Shimano XT Wheelset WH-M775/8
Tire	Maxxis High-Roller 26 X 2.1" with Kevlar Bead	Maxxis High-Roller 26 X 2.1" with Kevlar Bead	Panaracer Cinder 26 X 2.25" with Kevlar Bead	Continental Mountain King 26 X 2.2" with Kevlar Bead
Shift Levers	Shimano XTR SL-M970	Shimano XTR SL-M970	SRAM X-0	Shimano XT, SL-M770
Front Derailleur	Shimano XTR FD-M970	Shimano XTR FD-M970	Shimano XT FD-M770	Shimano XT, FD-M770
Rear Derailleur	Shimano XTR, Shadow Carbon RD-M972	Shimano XTR, Shadow Carbon RD-M972	SRAM X-0 Long Cage	Shimano XT, Shadow, RD-M772
Cassette	Shimano CS-M970 11-32	Shimano CS-M970 11-32	SRAM PG-990 11-34	Shimano CS-M770, 11-34
Chain	Shimano CN-7701	Shimano CN-7701	SRAM PC-971	Shimano HG-73
Crankset	Shimano XTR FC-M970, 44/32/22 with Hollowtech II Arms and Carbon Middle Chain Ring	Shimano XTR FC-M970, 44/32/22 with Hollowtech II Arms and Carbon Middle Chain Ring	Shimano XT FC-M770, 44/32/22 with Hollowtech II Arms and Carbon Middle Chain Ring	Shimano XT FC-M770, 44/32/22 with Hollowtech II Arms and Carbon Middle Chain Ring
Bottom Bracket	Hope Technology, with external bearings	Hope Technology, with external bearings	Shimano XT Big Pipe Billet Integrated with Crankset	Shimano XT Big Pipe Billet Integrated with Crankset
Seatpost	Easton EC90, Zero Layback , 30.9mm x 400mm	Easton EC90, Zero Layback , 30.9mm x 400mm	Thomson In-Line, 30.9 X 410mm	Thomson In-Line, 30.9mm x 410mm
Seat	Fi'zi:k Gobi XM with k:i:um Rails	Fi'zi:k Gobi XM with k:i:um Rails	Fi'zi:k Gobi XM with Mag Rails	Fi'zi:k Gobi XM with Mag Rails
Bar	Easton Monkeylife XC Low Rise, 31.8mm OD, 685mm wide	Easton Monkeylife XC Low Rise, 31.8mm OD, 685mm wide	Easton Monkeylife XC Low Rise, 31.8mm OD, 685mm wide	Easton Monkeylife XC Low Rise, 31.8mm OD, 685mm wide
Stem	Easton EA90 31.8mm Bar Clamp, 70mm XS & S, 90mm M & L	Easton EA90 31.8mm Bar Clamp, 70mm XS & S, 90mm M & L	Thomson X4, 31.8mm Bar Clamp, 70mm XS & S, 90mm M, 100 L	Easton EA50, 31.8mm Bar Clamp, 70mm XS, 80mm S, 90mm M, 90mm L
Grips	Whyte Semi Lock-on's	Whyte Semi Lock-on's	Whyte Semi Lock-on's	Whyte Semi Lock-on's
Brakes	Formula R1, Carbon, Floating Rotors, 180 Front and 160 Rear Rotors	Hope Mini Pro, 1pcs Callipers and Ti Hardware, 160mm Rotors	ELIXIR Carbons, with Centre-Lock Rotors, 180 Front and 160 Rear Rotors	Avid ELIXIR with Centre-Lock Rotors, 160mm Front and Rear
Brake Levers	Formula Carbon	Hope Carbon	ELIXIR Carbon	Avid ELIXIR
Pedals	None	None	None	None

Specification details were correct at the time of printing. However, product changes may occur after this time. Please check model availability and full specification details with your dealer prior to ordering. We discourage mail order on the grounds of customer safety and ease of after-sales service. Therefore, only bikes supplied fully assembled directly from an official dealer's premises qualify for any WHYTE warranty in the UK. Customers statutory rights are not affected.

SPECIFICATIONS

Model	Whyte 19 Team	Whyte 19 Race	Whyte 19 Trail Ti	Whyte 19 Trail	Whyte 905
Colour	Gloss Carbon with Red and Silver	Gloss Carbon Green and White	Brushed Raw Ti	Gloss Putty	Gloss Cool Gray
Sizes Available	S, M, L	S, M, L	S, M, L	S, M, L	S, M, L
Frame	Uni-directional Multi Monocoque	Uni-directional Multi Monocoque	3AL2.5V Aerospace Grade Titanium Alloy, Custom Cold-Drawn	AN6 Hydro Formed T6 Aluminium, Custom Drawn, Multi Butted with Adjustable Modular Dropouts	6061 Hydro Formed T6 Aluminium, Custom Drawn and Multi Butted
Fork	RockShox SID World Cup 100mm Travel, Remote Push-Lock Motion Control	RockShox SID Race 100mm Travel, Remote Push-Lock Motion Control	Fox F120 RL QR15, 120mm Travel	Fox F120 RL QR15	RockShox Reba SL, Maxle Light 120mm Travel, Motion Control Damping with TurnKey Lock-out
Headset	FSA Integrated Headset, Orbit ZS-CF	FSA Integrated Headset, Orbit ZS-CF	FSA Orbit MX, Sealed Cartridge Bearings	FSA Orbit MX, Sealed Cartridge Bearings	FSA Orbit MX, Steel Sealed Cartridge Bearings
Rear Hub	Shimano XTR Wheelset WH-M975 with Centre Lock Disk Rotors	Hope II Pro Disc Hub 32 Hole with Shimano XT QR	Hope II Pro Disc Hub 32 Hole with Shimano XT QR	Hope II Pro Disc Hub 32 Hole with Shimano XT QR	Hope II Pro Disc Hub 32 Hole with Shimano XT QR
Front Hub	Shimano XTR Wheelset WH-M975 with Centre Lock Disk Rotors	Hope II Pro Disc Hub 32 Hole with Shimano XT QR	Hope II Pro Disc Hub 15mm, 32 Hole	Hope II Pro QR15 Disc Hub, 32 Hole	Cartridge Bearing Disc Hub, 20mm Through Axle
Spokes	Shimano XTR Wheelset WH-M975	DT Competition Butted 1.8-1.6-1.8mm, Black Stainless with Brass Nipples	DT Competition Butted 1.8-1.6-1.8mm, Black Stainless with Brass Nipples	DT Competition Butted 1.8-1.6-1.8mm, Black Stainless with Brass Nipples	DT Competition Butted 1.8-1.6-1.8mm, Black Stainless with Brass Nipples
Rims	Shimano XTR Wheelset WH-M975	Mavic 717	Mavic XM-719, 32 Hole, Black	Mavic XM-719, 32 Hole, Black	Mavic XM 317, 32 Hole
Tire	Panaracer Razer 26 X 2.1" with Kevlar Bead	Continental Speed King 26 X 2.1" with Kevlar Bead	Panaracer Cinder 26 X 2.25" with Kevlar Bead	Panaracer Cinder 26 X 2.25" with Kevlar Bead	Panaracer Cinder 26 X 2.25" with Kevlar Bead
Shift Levers	Shimano XTR SL-M970	Shimano XT SL-M770	SRAM X-9	SRAM X-9	Shimano SLX
Front Derailleur	Shimano XTR FD-M970	Shimano XT FD-M770	SRAM X-9	SRAM X-9	Shimano SLX
Rear Derailleur	Shimano XTR, Shadow Carbon, RD-M972	Shimano XT Shadow, RD-M772	SRAM X-0 Long Cage	SRAM X-0 Long Cage	Shimano XT Shadow, RD-M772
Cassette	Shimano CS-M970 11-32	Shimano CS-M770 11-34	SRAM PG-990 11-34	SRAM PG-990 11-34	Shimano SLX 11-34
Chain	Shimano XTR	Shimano HG-73	SRAM PC-971	SRAM PC-971	SRAM PC-971
Crankset	FSA K-Force Light, 44/32/22 with Hollow Carbon Arms, BB30 Oversize Axle	FSA Afterburner Crankset BB30, 44/32/22	FSA Afterburner Crankset BB30, 44/32/22	Shimano XT FC-M770, 44/32/22 with Hollowtech II Arms and Carbon Middle Chain Ring	Shimano SLX FC-M660, 44/32/22 with Hollowtech II Arms
Bottom Bracket	BB30	BB30	BB30	Shimano XT Big Pipe Billet Integrated with Crankset	Shimano Big Pipe Billet Integrated with Crankset
Seatpost	Easton EC90 30.9 x 400mm	FSA, Carbon SL-K 30.9mm x 350mm	Thomson In-line, 30.9mm x 410mm	Thomson In-line, 30.9mm x 410mm	Easton EA50, 30.9mm x 350mm
Seat	Fi'zi:k Tundra with Ti Rails	Fi'zi:k Tundra XM with Mag Rails	Fi'zi:k Gobi XM with Mag Rails	Fi'zi:k Gobi XM with Mag Rails	Fi'zi:k Gobi XM Mag Rails
Bar	Easton Monkeylite SL Low Rise, 31.8mm OD, 635mm wide	FSA, Carbon, K-Force, 19mm Rise, 630mm wide	Easton Monkeylite XC Low Rise, 31.8mm OD 685 mm wide	Easton Monkeylite XC Low Rise, 31.8mm OD 685 mm wide	Easton MonkeyBar XC Mid Rise, 31.8mm OD 685 mm wide
Stem	Easton EA70, 31.8mm Bar Clamp, 90mm S, 100mm M, 110mm L	FSA, 150 XTR, with Carbon Face Plate, 80mm S, 90mm M, 100mm L	Thomson Elite X-4, 31.8mm Bar Clamp, 90mm S & M, 100mm L	Thomson 31.8mm 70mm S, 90mm M, 100mm L	Easton EA50, 31.8mm Bar Clamp, 70mm XS & S, 80mm M, 90mm L
Grips	Whyte Semi Lock-on's	Whyte Semi Lock-on's	Whyte Semi Lock-on's	Whyte Semi Lock-on's	Whyte Semi Lock-on's
Brakes	Shimano XTR 160mm Rotors	Hayes Stroker Carbons, 160mm Rotors	Avid ELIXIR Carbon, 180mm Front and 160mm Rear Rotors	Avid ELIXIR Carbon, 180mm Front, 160mm Rear Rotors	Hayes Stroker Carbon, 180mm Front and 160mm Rear Rotors
Brake Levers	Shimano XTR	Stroker Carbon	ELIXIR Carbon	ELIXIR Carbon	Stroker Carbon
Pedals	None	None	None	None	None

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PERFORMANCE BY DESIGN



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