

*Salsa*  
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## Let's keep it simple this year okay?

It's about enjoying the Ride isn't it? About a bike fitting you well and feeling good rolling along beneath you. About parts that work well and last a long time. About comfortable clothing that makes you Smile. About liking the way something looks. About maximizing the fun factor of bicycling and perpetuating that grin on your face a little longer.

Salsa Cycles designs our products to do all of those things. We want to make your Ride better. It's as simple as that.

Turn the pages of this catalog and meet the Salsa crew, see our product offerings, and learn some of the thoughts behind them. Then close this book, drink a crisp, clean, refreshing glass of water, and get on out there and...

*RIDE AND SMILE!*







## Good Morning....

I grew up on a sugar beet farm in northern Minnesota. For those that don't know what that's like, I was one of the "lucky" kids who got to skip school two to three days a week during harvest. At the time, that was the only perk I could realize.

Farmers get up early. Darn early by some standards. I hated it. I was the youngest in my family and this meant I got the crappy jobs like washing windows, cleaning out air filters, and refueling the equipment. Worst of all, while most of my friends were sleeping, I was working. Little did I know that one of the things I hated the most would so greatly impact my life.

Getting up so early as a kid turned out to be one of the greatest things that could ever have happened to me. For years I tried hard to shake the early morning wake up routine, but I couldn't and it has stayed with me. The morning time is the only real personal time I get. Anyone who has young kids, a personal life, and a full-time job knows what I'm talking about.

Over the last couple of years, I've been using this time to ride. I can't tell you how good this has been. Not only do I use this time to work out some issues, both personal and professional, but it's cool being the first person on the trail, seeing the sunrise, surprising the early morning wildlife, and breaking through the spider webs! Give it a try. You just might like it! — Jason

## Hooked For Life

In 1988 I moved out to Flagstaff, Arizona to attend Northern Arizona University and met a crazy dude named Johnny Vegas in the dorm. He had a pink and green Stumpjumper that he rode to class and on the trails. Soon enough I was convinced that I needed a mountain bike.

I bought one and riding the trails in the Elden system hooked me quick. There were sections that I couldn't clean and hills I couldn't climb and that's what kept me coming back for more.

Eight years of riding the trails around Flagstaff and Sedona destroyed countless bike parts, battered my body, and got me hooked on mountain biking for life.

— Dave





## El Mariachi<sup>™</sup> COMPLETE

El Mariachi rolls into town on its big 29'er wheels as our one complete bike offering of the year. We present it as a great bike value using a versatile frame. Start with our stock 1 x 9 build and we guarantee you'll enjoy the ride.

The El Mariachi frame is crafted from True Temper OX Platinum tubing and uses a Bushnell eccentric bottom bracket. As a 29'er, its larger wheels smooth out the bumps and offer a premium in traction. The geometry is dialed, providing excellent handling and maneuverability in the woods. El Mariachi rides as a mountain bike should and not like an oversized circus freak (nothing against circus freaks, mind you).

While we've spec'd the bike as a 9-speed, its eccentric bottom bracket lets you convert to a singlespeed setup with ease. El Mariachi delivers versatility, but we encourage you to give our 1 x 9 drivetrain a shot first. It works for us and we believe it will work for you.

Our matching CroMoto Grande fork delivers sure tracking while its True Temper OX Platinum construction soaks up the harsh stuff. A rigid fork on a 29'er keeps the weight down while letting the wheels smooth out the terrain.

The selected build is a no-compromise list of parts that work. SRAM's X.9 shifter and rear derailleur deliver crisp, clean shifting. Truvativ's Stylo SS 1.1 crankset uses an alloy bashguard to keep its single 32-tooth chainring intact. Avid FR 5 brake levers and BB-7 mechanical disc brakes offer simple set up, excellent performance, and minimal maintenance. A WTB Speed V Comp saddle keeps the hindquarters happy while 2.1" Maxxis Ignitor tires provide plenty of traction on the trail.

We top all of this off with a bunch of well-deserving Salsa details that are often overlooked by the larger bike companies. Our Pepperjack grips and Pro Moto 11 degree flat bar give your hands a perfect perch. The Shaft seatpost makes saddle adjustment a cinch, while the Delgado 29'er Disc rims fill out those tires nicely. A painted-to-match CroMoto SUL stem, blue Flip-Off skewers, and a blue Lip-Lock seat collar are the icing on the cake. Can you say 'Pimp my ride'?

El Mariachi Complete. Not just bigger. Better.



OX PLATINUM  
TUBESET







## Why 1 x 9?

The simple answer is because it works.

Choose an appropriate front chainring and cassette and you can get where you want, when you want, on a simpler machine, without an inordinate amount of pain and suffering. For off-road use, we believe a 32-tooth chainring with an 11-34 range cassette gets the job done extremely well. On the pavement, start with a 40-tooth chainring and a slightly tighter range cassette.

Simplifying your drivetrain takes a bit of weight off the bike, but more importantly removes some of the complexity of an 18- or 27-speed drivetrain. Maintenance is lessened and possibility of malfunction is reduced greatly. Most importantly, you'll find that you can ride just about everything you've been riding previously despite the lower number of gears. You'll find yourself shifting less while you ride more. Your riding style will adapt quickly and your left thumb and forefinger will get a well-deserved rest!

What about singlespeeding you say? It removes even more weight, reduces maintenance and malfunction further, and is even simpler.

True. Most of us at Salsa spend some of our riding time on singlespeeds. They're simple, quiet, and on our local trails they can be a real hoot. But singlespeeds aren't always realistic for all people or all terrain, and can turn riding to the trailhead into a slow speed pilgrimage of sorts.

Try going 1 x 9 to see if it works for you. It just might be the perfect compromise.

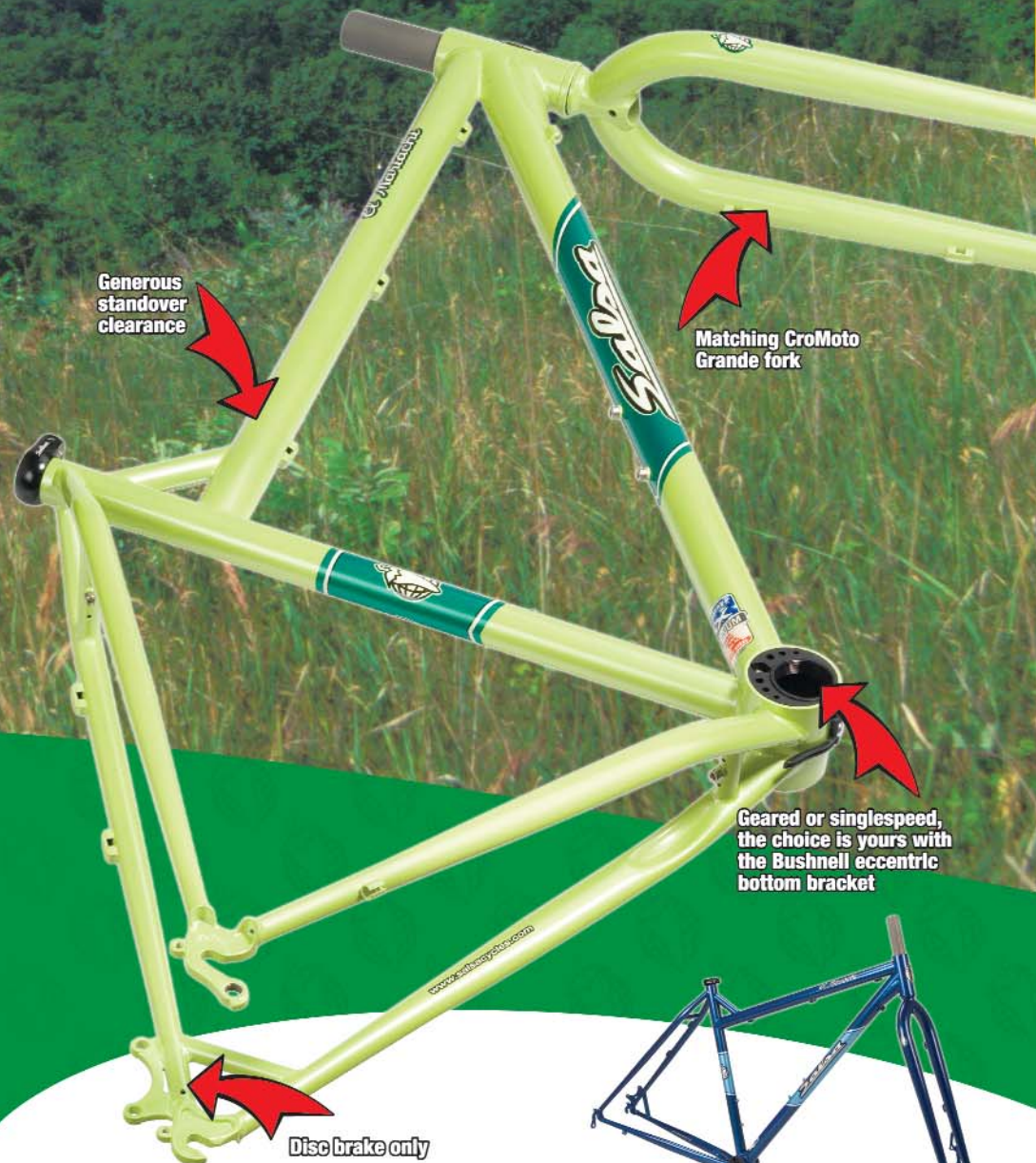
Frame	El Mariachi 29'er, True Temper OX Platinum Main Triangle
Fork	Salsa CroMoto Grande, True Temper OX Platinum, 1-1/8"
Headset	Cane Creek S3, 1-1/8", Black
Handlebar	Salsa Pro Moto 11 Degree Flat Bar, 660mm, 25.4mm, Black
Stem	Salsa CroMoto S.U.L., 1-1/8", Superior Blue
Grips	Salsa Pepperjack Grips, Black
Front Brake	Avid BB7, 160mm Rotor
Rear Brake	Avid BB7, 160mm Rotor
Brake Levers	Avid FR 5, Black
Crankset	TruVativ Stylo 1.1 with Alloy Chainguard, Black
Chainring	TruVativ 32T, Black
Bottom Bracket	TruVativ Team GXP, 68mm
Chain	SRAM PC951
Front Hub	Q Lite for Salsa, 32H, 100mm O.L.D., 6-Bolt ISO, Black
Rear Hub	Q Lite for Salsa, 32H, 135mm O.L.D., 6-Bolt ISO, Black
Quick-Release Skewers	Salsa Flip-Offs, Stainless, Blue (Black pictured)
Cassette	SRAM PG970 11-34T
Spokes	DT Swiss Competition, Double-Butted 2.0/1.8mm, Black
Nipples	DT Swiss Competition, Alloy, Silver
Rims	Salsa Delgado 29'er Disc, 32H, Black
Tires	Maxxis Ignitor, 29" x 2.1", Wire Bead, 60 tpi, Black
Chainguide	N Gear Jump Stop
Rear Derailleur	SRAM X.9, Long Cage
Rear Shifter	SRAM X.9
Seatpost	Salsa Shaft, 27.2mm x 350mm, Black
Seat Clamp	Salsa Lip-Lock, 30.0mm, Blue (Black pictured)
Saddle	WTB Speed V Comp, Stainless Steel, Black
Chainstay Protector	Salsa Leather

OX Platinum Main Triangle / Matching CroMoto Grande Fork and CroMoto S.U.L. Stem / Bushnell EBB / Frame weight: 5.1 lbs 18" with EBB / Color: Superior Blue





Designing the El Mariachi with Joe Meiser  
at [www.salsacycles.com/designer-notes](http://www.salsacycles.com/designer-notes)



Generous  
standover  
clearance

Matching CroMoto  
Grande fork

Geared or singlespeed,  
the choice is yours with  
the Bushnell eccentric  
bottom bracket

Disc brake only



Also available in Superior Blue



## El Mariachi™

Following up on the success of the Dos Niner, our El Mariachi frameset takes the whole big-wheel phenomenon and plays a refreshing new tune.

Crafted from True Temper OX Platinum tubing, the El Mariachi brings the great feel of steel to the 29'er platform. Its Bushnell eccentric bottom bracket and vertical dropouts add versatility. Run gears or run it single...that choice is yours. Disc brake only, El Mariachi provides more than generous standover height through the use of its added seat tube brace. The OX Platinum CroMoto Grande fork provides sure tracking while reducing a surprising amount of trail chatter.

Most importantly, El Mariachi rides right. It feels nimble, carving tight turns while delivering tons of traction. Soak in the pleasure of a supreme singletrack run. Lean the bike over and feel your tires bite. Roll over the roots and rocks while you look ahead to the next corner.

Whether you're one of the 29'er-committed crowd or just someone who believes a big-wheeled bike is ideal for some of the trails you ride, El Mariachi offers you one sweet ride.



OX PLATINUM  
TUBESET

El Mariachi. Large and in charge.



### CroMoto Grande 29" Fork

We needed something to hold the front wheel on our El Mariachi frame and we thought, "What better way to do that than with a nice, steel, rigid fork? Heck, why don't we make El Mariachi a frameset while we're at it? Plus, we can sell plain black ones for the rest of the world looking for a high quality, rigid, 29'er fork." So that's what we did.

Our CroMoto Grande fork is crafted from True Temper OX Platinum tubing to deliver the classic feel of good steel. Suspension corrected for 85mm-travel geometry, this fork puts your big wheel where you want it while soaking up the trail chatter. Disc brake specific, the CroMoto Grande includes fender mount braze-ons for wet weather commuting use.

- True Temper OX Platinum fork with 1-1/8" steerer
- Suspension corrected for 85mm travel geometry
- ISO disc tabs and fender braze-ons
- Sold separately in Black

### Benefits of an Eccentric Bottom Bracket (EBB)



The use of the EBB makes the El Mariachi a very versatile frame. Run it with gears or as a single-speed. As a geared bike the EBB keeps easy-to-use vertical dropouts allowing for quick wheel changes like any standard gears-only frame.

As a singlespeed the EBB lets you use lighter hubs with quick-releases without worry of pulling your wheel forward. Additionally, the EBB keeps the correct chain tension when changing a flat. It also means your bike maintains a consistent wheelbase regardless of gear ratio choice.

The EBB also allows for precise brake alignment. Pull your wheel into the slot and the brake is perfectly placed. Offering the El Mariachi with horizontal dropouts would have necessitated a moveable disc brake mount to keep the caliper aligned properly.

Best of all, our lightweight 144 gram Bushnell EBB is simple to adjust. Loosen the wedge bolt, rotate the bottom bracket until you have adequate chain tension, and tighten the wedge bolt down. To maintain, remove your crankset and loosen the EBB wedge bolt. Slide the unit out and clean it thoroughly, then lightly grease it. Slide it back in. Tighten the wedge bolt and re-install your crank arms and you're good to go.



# EL MARIACHI

OX Platinum Main Triangle / Matching CroMoto Grande Fork / Bushnell EBB / Frame weight: 5.1 lbs 18" with EBB / Color: Superior Blue or Tomatilla Green





Salsa Relish shock  
delivers one inch of  
smooth travel

Designed with  
proper suspension  
fork clearance

## Dos Niner

The Dos Niner stands proudly as a definitive part of modern Salsa history. Our first 29'er design, the scandium pivotless softie continues to earn praise from the folks that ride it. Its Relish shock provides 1" of rear wheel travel, which is just enough to take the edge off things when combined with the extra smoothness provided by its 29" wheels.

Our custom-drawn scandium tubing makes the pivotless Dos Niner possible. Scandium's increased fatigue life allows the chainstays to withstand the flex cycles that would cause other materials to fail.

For 2007, the Dos Niner goes disc brake only. By the way, the Salsa crew heartily endorses Avid BB-7 mechanical disc brakes! They are simple, reliable, and get the job done well.

With clearance for tires up to 2.3" in the rear and generous standover height, the Dos Niner rolls on as a formidable off-road machine. It delivers high-speed 29'er fun with traction to spare while smoothing out roots and rocks better than a smaller wheel.

Dos Niner. Getting the job done in English, Spanish, or any other language.

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21  
COMPLETE  
SCANDIUM  
TUBESSET

Specially shaped  
scandium chainstays  
enable the pivotless travel



Also available in Very Verde Green  
with removable canti bosses



## Advantage of 29" Wheels

Let's start with some facts. Twenty-niners are really 700c wheeled (standard road bike size) mountain bikes. That's nothing to get upset about if you're a dedicated dirt lover. It's just the facts, Jack.

Why bigger wheels on a mountain bike you say?

There are a few main benefits that larger wheels bring to the table, as well as a few disadvantages.

Advantage #1: Bigger wheels roll over obstacles more easily than small wheels.

Advantage #2: Once rolling, a bigger wheel maintains its momentum better.

Advantage #3: A bigger wheel has a larger contact patch with the ground. A larger contact patch means increased traction when braking, steering, and climbing.

Advantage #4: Assuming the same gear ratio, a bigger wheel travels farther in one rotation than a smaller wheel. Therefore one pedal rotation moves you further with a big wheel.

Advantage #5: Bigger wheels smooth out rough terrain better because the larger wheel bridges the low spots without falling as deeply into the depression.

Disadvantage #1: Bigger wheels weigh more and are harder to accelerate and decelerate.

Disadvantage #2: Bigger wheels are not as strong as smaller wheels because they use longer spokes and have greater torsional loads.

Disadvantage #3: Bigger wheels necessitate a longer wheelbase.

Disadvantage #4: Bigger wheels make fitting smaller riders more difficult. Toe overlap, toptube lengths, fork/downtube clearance become impossible to design around without adversely affecting handling.

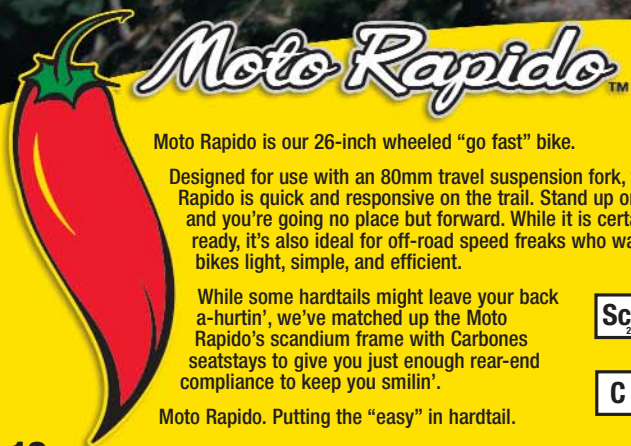
The point is, there are good things and bad about 29'ers. Whether a 29'er is right for you really depends on the trails you ride and your riding style. Research, test ride, think, and decide!



# DOS NINER

29'er Softie / Salsa Scandium Size-Specific Custom-Drawn Tubeset / Salsa Relish Air Rear Shock / Frame weight: 4.0 lbs 18" with shock / Color: Orange Peelz and Very Verde Green





Moto Rapido is our 26-inch wheeled “go fast” bike.

Designed for use with an 80mm travel suspension fork, the Moto Rapido is quick and responsive on the trail. Stand up on the pedals and you're going no place but forward. While it is certainly race ready, it's also ideal for off-road speed freaks who want their bikes light, simple, and efficient.

While some hardtails might leave your back a-hurtin', we've matched up the Moto Rapido's scandium frame with Carbones seatstays to give you just enough rear-end compliance to keep you smilin'.

Moto Rapido. Putting the “easy” in hardtail.

**Sc**  
21 **COMPLETE  
SCANDIUM  
TUBESET**

**C** **CARBON  
SEATSTAYS**

### Is A Hardtail Right For You?

Despite the hyped “death of the hardtail” that some popular mountain bike magazines have proclaimed, Salsa believes the hardtail mountain bike will be around for many years to come.

Hardtails are light, efficient, and simpler to maintain than most dual suspension designs. Salsa pro rider Jeff Hall usually chooses a hardtail for all but the roughest race courses.

If you are considering a new bike, take a little time to ask yourself a few simple questions.

What are the trails like where you usually ride?

Are your mountain bike rides usually shorter than three hours?

Are you a cross-country racer?

Are there extended climbs on your usual rides?

How rough are the descents you are usually riding?

Only you can decide if your next bike should be a hardtail or a dualie. Some honest answers will help you sort it out.

Salsa Carbones  
carbon seatstays  
take the edge off

Disc or v-brake  
compatible





### Racers Ready

I started racing in 1998 as a way to ride my bike more. I've since learned I don't need a reason to ride. Just get on and go. Go somewhere, anywhere, around the block or lake. Just ride for the pure pleasure of the ride, feeling the wind, sun, rain or snow on my face.

Like many things in life, I like to watch before I try. Supporting friends doing their first team 24-hour race made me wonder why I wasn't out there riding. The following summer I joined a team and started 24-hour racing. Eventually that led to trying solo 24-hour racing and last summer I won the Ladies Solo division at 24 Hours of Afton Alps in Minnesota. I made a commitment to finish and that's what I did. Though by the end I had to lay the bike down to get on and my skin hurt from head to toe! I had completed something incredible, pushed myself further than I thought I could go, and was completely in love with the sport all over again!

For me, mountain bike racing isn't really about winning. It's more about the experience, adrenaline, and pushing yourself so hard you think you can't do anymore. But you keep pushing and nearly cry like a baby at the finish.

— Katie



# MOTO RAPIDO

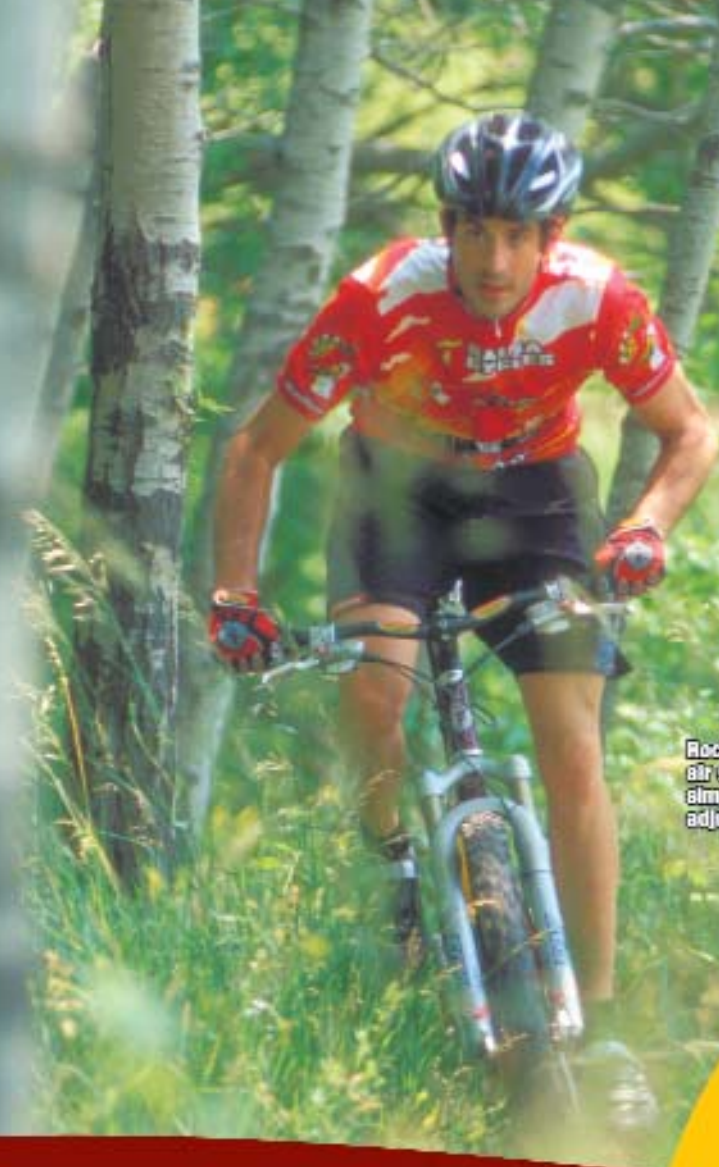
26" Off-Road Rocket / Salsa Scandium Size-Specific Custom-Drawn Tubeset / Frame weight: 3.18 lbs 16" / Color: Rasta Black





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### Tried and True Suspension Design

You won't catch us claiming to have invented any suspension designs. We will gladly acknowledge making a wise choice for the El Santo, however.

The El Santo uses a tried and true, four-point walking beam type suspension that is essentially a modified single pivot design. It's a design that doesn't have a clever acronym or fancy marketing spiel surrounding it. Sort of an underdog of the rear suspension world you might say. We use the design because it is effective, pedals well, and lets us build a very compact frame for shorter folks.

The rear wheel pivots from just behind and above the bottom bracket. This pivot point puts slight, but effective, torque on the chain to counteract bobbing caused by the pedal stroke. Our pivot location was chosen to provide the best pedaling efficiency for each chainring position.

The seatstays are linked to the dropouts by cartridge bearing pivots for smooth actuation, lateral rigidity, and long life. Locating the bearings on the seatstays eliminates additional stress that chainstay mounted pivots incur. The seatstays are linked to the shock mount via a forged, then CNC-machined rocker arm.

Platform damping and other recent improvements in shock technology make the El Santo an even better pedaling bike. Be sure to take the time to dial in your rear suspension setup. We recommend that you carry a shock pump with you for your first few rides so that you can experiment and adjust while out riding. Keep a pen handy and a scrap of paper to record your settings as you go, so you can reference them later.



## El Santo™

If rough, rocky, rooty cross-country trails are the problem, El Santo is Salsa's solution.

Designed around a 100mm suspension fork, the rear end delivers a matching four inches of suspension travel. Its scandium frame utilizes a forged and CNC-machined rocker arm, and sealed cartridge bearings to activate a RockShox MC 3.3 air shock. It's an effective and proven suspension design that grapples with the best of them.

Generous standover height and tire clearance for 2.3" tires make El Santo even more capable. For the vertically blessed or challenged, our XS through XL frame sizes have you covered.

Lightweight and efficient, El Santo is the perfect platform for a plethora of possibilities. All day trail bike? Ultra light XC bike or adventure racer? Solo 24-hour machine? Build it to be the bike you want.

El Santo. Full Nelson suspension.

Sc<sub>21</sub> COMPLETE  
SCANDIUM  
TUBESET





## In the Beginning

I'm not really that much of a parts geek, but I remember when that first RockShox RS1 suspension fork came out like it was yesterday. I had to have one, simple as that. The Bike Shop in Marshall, Minnesota got two of them in and I said "I'll take one!" as quickly as possible, even though it was going to be tough to scrape up the money for it.

For me, that was really the start of the suspension revolution that's still rolling in the bicycle world. We got those forks onto our bikes and took turns riding straight into curbs to see

what they'd do for us! We'd keep our trusty inflation syringes in our fanny packs for on-the-trail fork dialing. Hah!

It was in many ways the golden age of mountain biking for me. I had great friends at a great shop with some really good, unknown trails nearby. We were all cranked up to try new things and have new adventures. We'd spend an hour watching each other try and fail to ride up the Widow Maker! Those days and

my memories of those first suspension systems are tied together forever.

Today, I have to admit that suspension forks and rear shocks still excite me. They offer progress and technology for all of us dirt lovers. Hold up an old RS1 fork next to this year's latest and greatest fork and you'll see...we've come a long way baby!



# EL SANTO

RockShox MC 3.3 Air Shock / Salsa Scandium Size-Specific Custom-Drawn Tubeset / Frame weight: 5.7 lbs 18" with shock / Color: Rojo-A-GoGo Red





## Ala Carte™

In a world filled with unobtainium wonderbikes, the Ala Carte is a reminder that 'newer' doesn't always mean 'better,' and that steel is still real.

The Ala Carte's True Temper OX Platinum frame is lovingly paired with our suspension-corrected CroMoto fork. Both frame and fork feature ISO disc tabs and removable brake studs. Choose disc or V-brakes.

The balanced Salsa geometry lends itself equally to climbing and descending while the steel tubing provides the durability and ride quality it's famous for. The CroMoto fork is well mannered and provides a surprising amount of trail dampening. The young pups in the audience might not know it, but everybody used to ride rigid!

So whether you're a retrogrouch or someone who just likes to keep things simple, functional, and realistic, the Ala Carte stands as a contemporary tribute to mountain biking's historic past.

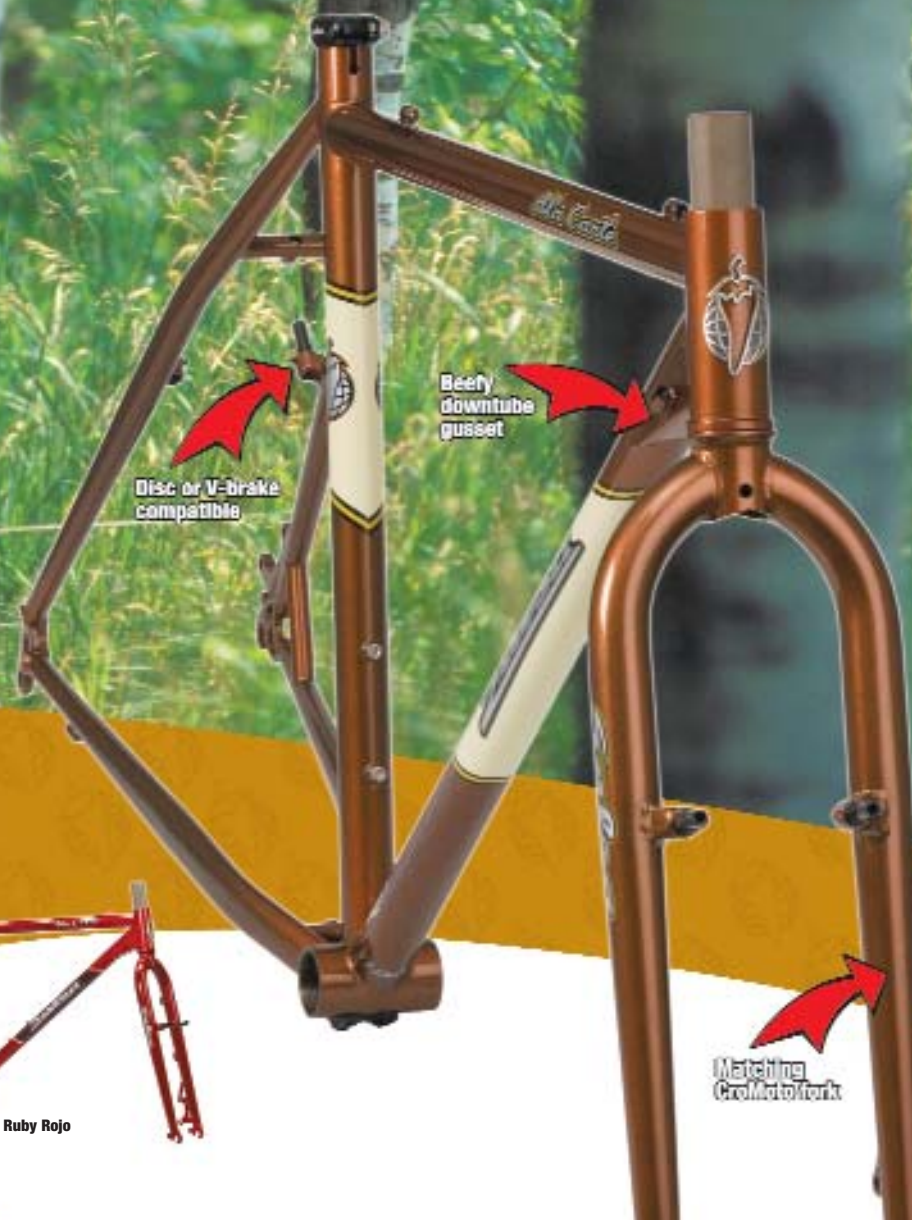
Ala Carte. A classic ride with classic good looks.



**OX PLATINUM  
TUBESET**



Also available in Ruby Rojo



Matching  
CroMoto fork





## 2-6 Represent

26-inch wheels are okay with me. Really. I can admit it. I don't need any sort of 12-step program to convert me to 29-inch, nor do I want one. Hey, I'm absolutely not bashing 29'ers here. I think they are rad too, but what's with the world suddenly turning on those of us that are still spinning the 2-6? It seems like every bike festival or event I go to people are like "So why are you still riding a 26?" as if my, ahem, normal-sized wheels are a scarlet letter or something. Well I got news for ya, folks. My trusty Ala-Carte eats up singletrack with as much exhilaration and thirst for dirt as the next knobby monster.

Can't we all get along? Imagine a world where we could live together. Big and little wheels rolling the singletrack together in dirt-loving harmony. An El Mariachi and an Ala Carte on the trail, embraced in a loving OX Platinum hug. Brings tears to my eyes just thinking about it.

— Bobby



## CroMoto Fork

Retrogrouches rejoice! Our matching CroMoto Fork is the perfect complement to our Ala Carte main course. Crafted of steel, the CroMoto is rigid, but not abusive, and tracks straight and true. It features removable cantilever bosses and an ISO disc brake mount.

For the throwback folks who prefer the pure ride only a rigid steel fork can deliver, we offer the CroMoto Fork as an aftermarket product in goes-with-anything Black.

- 100% CroMoly fork with 1-1/8" CroMoly steerer
- Suspension corrected for 85mm travel geometry
- ISO disc tabs and removable canti studs
- Sold separately in Black

OX Platinum Main Triangle / Matching CroMoto Fork / Frame weight: 4.48 lbs 18.5" / Color: Goldrush Brown or Ruby Rojo





## Chili Con Crosso

For those that like getting on and off their bikes as fast as possible, we introduce our dedicated cyclocross bike, Chili Con Crosso.

Crafted from custom-drawn scandium tubing with a painted-to-match Salsa carbon fork, everything about Chili Con Crosso is optimized for racing 'cross. Its specially shaped chainstays and seatstays are designed to flex vertically while remaining laterally rigid. That slight vertical compliance delivers some cush for the tush while you're laying the power down through the rough stuff.

Our shoulder-friendly toptube is ovalized and slightly flattened to makes run ups a breeze, so you can concentrate on where you're placing your feet instead of how that toptube is digging into your collarbone.

While you probably won't carry water bottles while you're racing, we provide braze-ons for two cages to make the Chili Con Crosso more versatile and training-friendly. Just because you're only racing an hour, doesn't mean you're always only riding an hour.

If you're the type that dreams of cowbells ringing in Belgium, thinks 32mm tires are fat, and wishes fall lasted the whole year, our Chili Con Crosso is the bike for you.

Chili Con Crosso. The gun at the knife fight.

**Sc**<sub>21</sub> COMPLETE  
SCANDIUM  
TUBESET

**C** CARBON  
FORK

Our shoulder-  
friendly ovalized  
toptube

Matching  
carbon  
fork with  
aluminum  
steerer

The specially shaped  
seatstays absorb  
vibration

Specially shaped  
chainstays are  
vertically compliant





### Cowbells Ring (Are You Listening?)

They say it is the hardest one hour of racing you will ever do. Mud, barriers, off-camber turns, and even some pavement are all thrown at you while you keep your engine pegged the whole time. Now I have done 24-hour racing, 4+ hour road races, and 40K time trials, but nothing even comes close to the full-on effort of 'cross. There is no coasting, no settling into a rhythm.

The spectators are yelling at you, cowbells are ringing, and you pass by the same fans every 7 minutes so they don't forget you. They see your pain and egg you on.

It has been 9 years since my first cross race. The fields were small back then and the sport was just catching on in the Midwest. The Wisconsin winters were taking their toll on me and I was looking for something to carry my fitness farther into the "off-season". Thus my first attempt at cyclocross. I was immediately hooked on pouring rain, snow, ice, 35-degree mornings, and MUD. I loved the mud. It is the great equalizer sometimes turning even the strongest Cat.1 roadies into pack fodder for sport class mountain bikers. What other discipline can bring together two worlds of cyclists and lay out the playing field so evenly?

If you haven't tried it you may never know just how much you can endure. Remember, race season starts in October.

— Chuck

### Why Chili Con Crosso?

Round here, cyclocross season means the usual good things like cold, mud, and suffering. But it also means chili. Local cycling luminary and race promoter Bill O'Reilly serves up big, steaming bowlfuls of it following his annual Minnesota State Cyclocross Championship race at Basset Creek Park each November. To us that seemed like a tradition worthy of naming a bike after! Thanks for the race Bill...and the grub!



Cross Racing Thoroughbred / Salsa Scandium Size-Specific Custom-Drawn Tubeset / Matching Salsa Carbon Fork / Frame weight: 3.06 lbs for 53cm / Color: Tequila Green





Get the full scoop on the benefits of S3 tubing  
at [www.salsacycles.com/designer-notes](http://www.salsacycles.com/designer-notes)



## Primero

The evolution of steel continues in the Primero, our extremely lightweight steel road racing frameset. That's right, we used 'lightweight' and 'steel' in the same sentence!

Crafted from True Temper S3 (Super Strength Steel) tubing, the Primero frameset provides carbon-like weight savings in an ultra light steel package. A 49cm (56cm equivalent) Primero weighs in at a mere 3.1 lbs.

The Primero uses a sloping toptube design to provide a fit-friendly platform and greater rider comfort. The double-buttet S3 tubeset is optimized with a bi-axially ovalized downtube and teardrop shaped toptube to maximize the frame's strength-to-weight ratio and ride quality.

Up front, the Primero frameset uses an Alpha Q CS20 full carbon fork made with True Temper's Carbon Rooting system. Designed for the European pro peloton, the fork weighs 400 grams and provides optimum vibration damping, stiffness-to-weight ratio, and fatigue life.

Not quite as stiff as our scandium Campeón frame model, the Primero is designed as a 'classics' road racing or long distance, fast paced road riding bike. It stands up to big gear mashing while soaking up surface harshness and propelling you forward.

All this results in a delightful road machine, built for long hours in the saddle in the glorious pursuit of pavement. Follow up last weekend's century with another one this week. Go find those big climbs and long descents. Revel in the performance of steel.

Primero. Take the longer way home.



Sloping toptube for  
greater rider comfort

Teardrop shaped  
toptube and...



COMPLETE  
S3 TUBESET



CARBON  
FORK

...bi-axially ovalized  
downtube for  
optimum ride quality

Alpha Q CS20  
full carbon fork



## Designing the Primero



With the Primero, Salsa took the La Raza frameset to a higher level. We did it with True Temper's S3 tubing. S3 offered us the means to produce a highly capable 3 lb steel frame. Anyone following cycling technology knows that's a pretty exciting development!

Notice that in bike reviews high-end frames are still usually judged with steel as their benchmark. That's true whether the frame is made of aluminum or titanium or carbon fiber. Steel really performs that well as a frame material, offering excellent vibration damping and appropriate stiffness. It just feels right for bikes.

The Primero is designed to be ridden fast, all day long. It really is a bike for going out and crushing your friends on a big day in the saddle. It makes a great road-racing frame too, although folks riding a lot of criteriums should consider the Campeón because of its higher bottom bracket and a bit of extra stiffness.

The Primero's tubing is optimized to provide a stiff and efficient ride and it still offers a slightly more comfortable ride compared to most light frames on the market. Many of those frames sacrifice ride quality for weight and strength due to material differences.

Aside from the carbon fork, the Primero is entirely S3 steel. Why not carbon seatstays? Honestly, we could have bonded them in but it would have added more cost and complexity for very little, if any, performance gain. As is, the Primero rides extremely well and will be appreciated by folks who thrive on racking up big miles on the road each season.

— Josh



# PRIMERO

Road Rocket / True Temper S3 Tubeset / Alpha Q CS20 Full Carbon Fork / Frame weight: 3.1 lbs for 49cm and .88 lbs for uncut fork / Color: Paprika Red





## Campeón™

If road racing and fast road riding are your pursuits, the Campeón deserves your attention. Crafted from custom-drawn scandium with carbon seatstays and a matching Salsa carbon fork, the Campeón aims to deliver race speed with as much comfort as possible. To ensure you spank your buddies on the local club ride the frameset receives two major updates for 2007.

Like the Primero we introduced last year, the Campeón moves to a sloping geometry. This fit-friendly change tightens up the frame, increasing stiffness even further (the Campeón is Salsa's stiffest road bike). By making the frame stiffer, wasted energy is removed, and your pedal strokes translate directly into forward momentum. Stand up and sprint and the bike responds immediately. The sloping geometry also means use of a longer seatpost, which in turn means enhanced comfort as the seatpost flexes instead of the frame.

Secondly, we've added new chainstays. Our flat-shaped stays are designed to remain laterally stiff thereby transmitting power into moving the bike forward. While they do this they direct road shock upwards into the bump-dissipating carbon seatstays. It is all part of our effort to make the Campeón not only the fastest, but also the most comfortable, frameset it can be.

Combine these efforts with the Salsa full-carbon fork and our new Silverfish paint job and you have a lightweight, efficient road rocket...with style to boot.

Campeón. Going fast never felt so good!

**SC**  
21  
COMPLETE  
SCANDIUM  
TUBESET

**C**  
CARBON SEATSTAY  
AND FORK

The extended  
headtube means  
minimal stack  
spacers

Painted-to-match  
carbon seatstays  
and...

Matching full  
carbon fork

...specially shaped  
chainstays provide  
vibration damping



## Scandium and Carbon

During the past five years, Salsa has increased its use of both scandium and carbon fiber. Both materials bring unique properties and opportunities to frame and component design. When and where to use which material is dictated by the intended function, product design, and cost. Both materials allow for complex shapes and tuneable ride qualities.

Consider our new Chili Con Crosso cyclocross frame. Since it is intended for competitive cyclocross racing, we wanted to keep its weight down. But we also wanted to keep the frameset from becoming too abusive and unforgiving.

The solution to the problem was to use scandium for the entire frame, but to design special chainstays and seatstays to build an efficient amount of vertical compliance into the rear triangle. Using carbon fiber for this would've raised the final weight and cost of the bike.

We took that same chainstay design and applied it to our updated Campeón. The Campeón is also a performance-oriented frameset. Because it is intended for road racing and riding however, it is likely to be ridden for much longer

stretches of time compared to a 'cross racing bike. Adding our new scandium chainstay design encourages road shock transmission to the vibration damping carbon seatstays above. This continues to keep the frame weight respectable while increasing the comfort of the ride, but with no sacrifice to performance.

All of our frames and components take these important material choices into account in their design. It is the necessary convergence of form and function Salsa uses to create great bicycle frames and components.



Road Racer / Salsa Scandium Size-Specific Custom-Drawn Tubeset / Matching Salsa Carbon Fork / Frame weight: 2.98 lbs for 49cm and 1.14 lbs for uncut fork / Color: Silverfish White



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Nick, Salsa Amigo  
Bloomington, Minnesota



# El GoGo

El GoGo is one fast bike. Just ask any of the folks riding them.

Designed for optimum triathlon and time trial performance, its custom-drawn, aerodynamically bladed scandium frame cheats the wind while providing efficient power transfer to the drivetrain. The frame design positions the rider optimally for aero bar usage. Lightweight and stiff, the El GoGo crisply turns your pedaling effort into forward momentum.

Featuring a rear wheel cutout for improved aerodynamics, the El GoGo's toptube is also lowered and level to reduce frontal area and the resulting drag.

The slipstream starts up front with an Alpha Q Aero carbon fork with carbon steerer. Produced with the legendary Truespeed coating, it reduces drag substantially, while providing silky smooth tracking and excellent bump absorption.

We can't tell you that you won't suffer while racing on an El GoGo. You will. But your suffering will be rewarded with excellent performance from your frame. Speed doesn't happen by accident.

El GoGo. No more excuses.

**Sc**  
21  
**COMPLETE  
SCANDIUM  
TUBESET**

**C**  
**CARBON  
FORK**







## Designing the El GoGo

When Salsa decided to design a time trial and triathlon frame, I looked at the bikes already on the market to see what worked and what didn't. This included researching legal competition standards. After all, a TT or tri bike is basically designed as a purely competitive machine and should therefore push the limits of what's legal in order to gain every advantage possible.

Because the UCI time trial standards were different than the United States Triathlon Association standards, I decided the El GoGo needed

to be competition legal with both agencies. My goal was to design a frameset that handled well and took advantage of scandium's ride qualities while not being overly stiff.

There is a reason behind every part of the design. The bottom bracket is moved back and up slightly to open up the angle between the upper and lower body when in the full aero position. This improves pedaling efficiency and biomechanics.

The headtube is kept short both to minimize frontal area, reducing drag, and also to position the aero

bars low enough to achieve the ideal aero position for the rider.

The level toptube minimizes frontal exposure while the bladed down-tube and seat tube improve frame aerodynamics. Perhaps most importantly, the frame geometry was adjusted to make the El GoGo stable at speed with the rider on the aero bars.

All said I'm pleased with the El GoGo design. It provides stable, real world performance and a fit-friendly platform for a time trial or triathlon athlete. — Josh



Tri or TT / Salsa Scandium Size-Specific Custom-Drawn Tubeset / Frame weight: 3.26 lbs for 53cm (56cm equivalent) and .91 lbs for fork / Color: Firecracker Red





## La Raza™

The La Raza continues to shine on the pavement for which it was made. Our classic roadster is perfect for riders looking to spend some good long hours in the saddle, but don't want to break the bank to do it.

Crafted from True Temper OX Platinum tubing, the La Raza's TIG-welded steel frame delivers all the fine qualities of steel: durability, resilience, and comfort. Its geometry is traditional and classic. No sloping toptubes here.

Our Salsa carbon fork complements the frame by keeping the weight down, providing positive tracking, and excellent shock absorption. As a frameset, the handling is quick, yet predictable. Quite simply, the La Raza rides like a road bike should.

All together, the La Raza is a nicely wrapped, affordable package of tradition and technology that just plain feels good.

La Raza. Hype-free road riding.



**OX PLATINUM  
TUBESET**



**CARBON  
FORK**



True Temper OX  
Platinum main triangle  
provides comfort

Classic road  
bike geometry

Salsa  
carbon  
fork





### The Real Steel Deal

I'll be honest... I love steel frames. Always have and I always will. This hasn't been the case throughout most of the cycling world during the last decade though. Thankfully, the world goes in cycles (no pun intended) and many folks are either coming back to steel or finding out why it is such an appropriate material for bike frames. It is making a well-deserved comeback.

That's good news for Salsa because we've always held steel near and dear to our hearts. Shoot, if it weren't for good, quality steel tubing, Salsa Cycles may not have come to fruition.

That said, I'm not in love with steel for the same reasons often called out by others. Most say, "Steel is real!" or "Classic." Others say "It's easier to repair" or it "Just rides right." While all that is true, I love steel because, dollar for dollar, it is unmatched in performance and durability compared to any other material.

That's not to say that other materials aren't as good or better given certain design criteria or applications. I am just saying that you get what you pay for with high quality steel. — Jason



**I ♥ STEEL**

Classic Road / OX Platinum Main Triangle / Salsa Carbon Fork with Aluminum Steerer / Frame weight: 4.03 lbs for 56cm and 1.22 lbs for uncut fork / Color: Vino Rojo





Designing the Casseroll with Mike Brauer  
at [www.salsacycles.com/designer-notes](http://www.salsacycles.com/designer-notes)



Rear rack and  
fender mounts are  
real-world friendly

Horizontal dropouts  
offer fixie/singlespeed  
possibilities

Casseroll offers  
tons of clearance



## Casseroll™

New for 2007, we introduce the Casseroll, our most versatile road bike ever. With a grocery list of features and possibilities, it's the perfect solution for asphalt-slaying role-playing.

So just what is Casseroll? Well, it's a road bike with real road bike geometry, not a cross bike or hybrid bike. It's definitely not about road racing though. Casseroll is about road riding, whether for commuting, fitness, or looking at the scenery. Casseroll is the dish. You pour in the ingredients, stir it up, and ride.

Our Casseroll recipe begins with double-buffed Salsa Classico CroMoly tubing for both frame and fork. Steel sure is real, especially in the urban environment that we envision the Casseroll spending at least some of its waking hours. We utilize a semi-sloping geometry to provide a fit-friendly platform and increased rider comfort.

Casseroll accepts really large tires so you can take on some potholes and rough roads or just add a bunch of comfort to your ride. The frame and fork have clearance for 700c x 35mm road tires so you can run some really big rubber. Designed for use with a long-reach brake, the Casseroll can take up to 700c x 32mm tires while running full fenders!

Interested in running a singlespeed or fixed gear setup? Casseroll's investment cast and partially polished, stainless steel, forward-entry horizontal dropouts offer one full inch of wheel adjustment for no-hassle chain tensioning. Angled dropouts help keep your rim and brakes aligned as you move your wheel forward or back.

Finishing touches include fender and rear rack mount braze-ons, and a pump peg.

Build Casseroll to be your perfect commuter. Or go for a daylong adventure down that road you've seen, but never ridden. Run it with flat bars or drops...hmmm, maybe a mustache bar? Add a rear rack and fenders. Or just throw on a 40 x 16 and call it good.

Casseroll. Truly one hot dish.



Casseroll stainless  
steel dropouts





Fixed Gear Setup



### Hitting the Refresh Button

Time spent riding is that precious time that I can spend doing lots for me. Time on the bike is my time. Life is stacked and packed with so many things to do away from the bike. That makes it feel so good when I get to ride and not feel harried and pushed to be somewhere else. Riding lets me exercise my body while refreshing my mind and preparing it for the non-riding moments ahead. — Don



Road Roaming Chameleon / Salsa Classico CroMoly Frame and Fork / Frame weight: 4.01 lbs for 53cm and 1.8 lbs for uncut fork / Color: Ginger Beer



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NEW & IMPROVED

# Size-O-Matic II™

Salsa's celebrated stem sizing tool returns in a blaze of oversized glory! Whether used in a shop fitting session or down in the basement workshop during a late night wrenching session, the Size-O-Matic II delivers a simple, quick, and precise way to find a rider's optimum stem reach and rise.

Size-O-Matic II's updated features include:

- Compatible with 25.4, 26.0, and 31.8mm handlebars
- Hinged handlebar clamp with a captured fixing bolt. No more loose bolts to remove, drop or lose
- 55mm to 155mm range of reach adjustability
- -20 to +40 degree rise adjustability
- Fully compatible with uncut fork steerer tubes
- Optional quick-release function for super-fast reach adjustments
- Deluxe injection molded plastic storage case

Remember, the Size-O-Matic II isn't just the biggest hunk of CNC'd aluminum you'll ever mount to your bike...it's the best non-rideable stem sizing tool you can use!



All shims and extension adapters included



55mm to 155mm range of reach

60 degrees of rise adjustment!



## CroMoto S.U.L.™ Stem

Fans of steel rejoice! The CroMoto S.U.L. is back in town. Our classic steel stem provides the right look for steel bikes, and the right feel for any ride.

- CroMoly construction
- Forged aluminum face plate
- 25.4 and 26.0mm clamp sizes, 1-1/8" threadless
- 26.0mm clamp size 1" quill
- 40mm height adjustability with quill stem
- 39mm stack height for threadless

## Stiff Upper Lip™ (S.U.L.™)

The benefit of Salsa Stiff Upper Lip (S.U.L.) technology lies in its interlocking groove which takes torsion loads off the clamp bolts and transfers them into the stem. Combined with the convenience of a front-loading design, the S.U.L. means less flexing, more positive control, and extended component life.

## How does S.U.L. work?

Tighten down the top bolt until the clamp locks lips with the stem, then tighten the bottom bolt. Yes, it is that simple.

- 2-bolt, quick change, front-loading stem
- Forged aluminum face plate increases clamping rigidity



## Moto Ace™ S.U.L.™ Stem

- 55 size options
- Forged and welded construction
- Forged aluminum face plate
- 25.4, 26.0, and 31.8mm clamp sizes
- 52mm stack height
- S.U.L. technology at a pleasingly affordable price



We offer 107 stem angle, extension and material combinations

See sizing chart on page 54





Sc  
21

### Pro Scandium S.U.L.™ Stem

- One-piece, 3D-forged body and forged front cap with “flip-floppable” S.U.L. technology
- M9-grade scandium alloy is far superior to 7075-T6 aluminum
- Replaceable stainless steel barrel nut thread inserts reduce stress risers in the stem and steerer
- Tapered handlebar clamp reduces stress on lightweight handlebars
- Road and mountain XC stems designed for different strength-to-weight ratios
- 24 size options
- 134 grams for 110mm
- 25.4mm mountain clamp size
- 26.0 and 31.8mm road clamp sizes
- 39mm stack height



## Stems

Salsa stems are the components upon which the Salsa house was built. We're proud to lead the industry with our size, material, and fit options.

Our stems are available in scandium, steel, and aluminum versions. Each material offers different characteristics and different price ranges.

The Pro Scandium SUL Stem is our top-of-the-line stem. Perfect for cross-country and road riding, it offers several unique Salsa features in a lightweight, forged, and then CNC-machined package.

Our legendary CroMoto S.U.L. Stems finally return in 2007! No, we're not kidding this time. If you've got a steel frame, it deserves a CroMoto S.U.L. They look correct together, and more importantly, ride well together.

Our Moto Ace S.U.L. Stem continues to provide a no-nonsense solution to sizing issues at a lower price point. They function well, feature a large stack height, and are available in a heck of a lot of sizes to boot.

And last, but certainly not least, the Size-O-Matic II Sizing Stem returns in 2007 with a whole host of updated features. Now compatible with 31.8mm handlebars and with improved function, the Size-O-Matic II is THE tool for perfect stem fitting.

### Why so many different sizes?

Salsa offers a heck of a lot of different sizes to provide better fit options to riders of all different sizes, abilities, and riding styles. Handlebars can be raised or lowered, moved forward or back, or given room to be tilted this way or that...all through the power of a simple stem change. We suggest you visit your local bike shop and have them help you dial in your riding position.

### Why so many different materials?

Salsa produces stems made from scandium, steel, and aluminum. Each stem has certain ride characteristics based on the material and how the stem has been designed. The different materials and designs also influence price.

The Pro Scandium S.U.L. is designed to maximize function, material characteristics, and ride quality. We use 3D-forging for the stem body and then CNC it to maximize strength in a lightweight performance product. The CroMoto S.U.L. offers a slightly more compliant ride, but a slight weight penalty. The CroMoto S.U.L.'s slimmer tubes match up well aesthetically with steel frames, as opposed to the larger diameter tubing of most alloy stems on the market. The Moto Ace stem is our most affordable stem and offers the stiffest ride of any of our stems. While some manufacturers would call the Moto Ace overbuilt, we consider them properly designed for a low priced, but highly durable stem.



Hand-friendly ergonomic tops

Ideal drop angles for current integrated levers

Longer extensions with graduated ends

**NEW!**

### Carbon Poco™ 31.8mm

- Carbon construction with carbon weave finish
- Super short drop and reach
- Anatomic double-groove
- Ideal angles for integrated levers
- 31.8mm clamp, 140mm drop, 70mm reach, 36–40cm sizes
- 192 grams for 36cm

C



### Poco™

- 7075-T6 aluminum
- Super short drop and reach
- Anatomic single-groove
- 26.0 or 31.8mm clamp, 140mm drop, 70mm reach, 36–44cm sizes
- 230 grams for 44cm
- Black bead-blast finish



## Road Bars

In an effort to provide proper fit and improved comfort, Salsa makes a road handlebar for just about every size rider and every riding style. We offer different drops, reaches, and bends to let you obtain the position that feels just right. From our Pro Road bar to our Poco Bar to our Bell Lap Bar, each delivers a different hand position.

Think about it. There are only three places that you contact a bike while riding and the handlebar is one of them. If it fits, you are comfortable and can perform better. You deserve nothing less.

**NEW!**

### Carbon Short & Shallow™ 31.8mm

- Carbon construction with carbon weave finish
- Smaller drop and reach
- Anatomic double-groove
- Ideal angles for integrated levers
- 31.8mm clamp, 142mm drop, 82mm reach, 42–46cm sizes
- 219 grams for 46cm

C



### Short & Shallow™

- 7075-T6 aluminum for Short & Shallow
- 6061-T6 aluminum for Moto Ace Short & Shallow
- Smaller drop and reach
- Anatomic bend, double-groove
- 26.0 or 31.8mm clamp, 144mm drop, 82mm reach, 36–46cm sizes
- 253 grams for 46cm
- Black bead-blast finish







## Designing the Carbon Poco Bars

My goal was keep the same basic features of the very popular Poco bar, but update them into a carbon version. The short reach, narrow width, and shallow drop have made the Poco a favorite bar of many riders. As a material, carbon has the potential for comfortable and ergonomic shapes. I wanted a flat top, but not too wide or deep, to allow for smaller hands to reach around the bar comfortably and to make taping the bars easier. The flat top was offset up from center to provide a higher riding position and leave a smooth surface across the handlebar top when taped.

While the basic measurements of the drop stayed the same, the bar received a makeover to facilitate some of the current setups I saw people using. With the current Shimano STI levers, and also with Campy, I noticed riders rotating their bars up to give a more comfortable position on the hoods. To remedy this, I adjusted the drop angle on the bar to bring the hoods upright naturally.

Another change to improve riding comfort was to extend the drops. The longer drops fit hands better and are closer to the rider's body, making a tucked position easier for shorter riders.

Finally, to give smaller-handed riders a better handle on braking, the sloping anatomic section was made a bit steeper to bring hands closer to the brake levers.

The Carbon Poco bars were updated with comfortable, no-compromise riding in mind. The result is a lighter bar that is comfortable and designed with improved functionality and performance.

— Blake



### Cross Levers

Our Cross Levers are the best in the business, hands down. With angled barrel adjusters for improved cable routing, and drilled lever blades for better grip, there are no finer.

Delrin bushings allow smooth lever action and reduce the lever play that other levers suffer.

Whether you use them for cyclocross racing or an upright braking position on your road bike or commuter, you will be pleased with their performance.

- Cantilever compatible
- Fits 26.0 and 31.8mm handlebars
- Delrin bushings for smoother operation
- Includes matching shims for 26.0mm bars
- Black bead-blast finish



### Cable Hanger

- Allows the use of road levers with cantilever brakes
- 50mm wide
- Silver or Black



### Pro Road™

- 7075-T6 aluminum pro-quality bar
- Anatomic, double-groove
- 26.0 or 31.8mm clamp, 155mm drop, 100mm reach, 38–46cm sizes
- 253 grams for 46cm
- Black bead-blast finish



### Bell Lap™

- 7075-T6 aluminum for Bell Lap
- 6061-T6 aluminum for Moto Ace Bell Lap
- 12° flared drops and larger bends
- Anatomic bend, double-groove
- 26.0 or 31.8mm clamp, 144mm drop, 82mm reach, 42–46cm sizes
- 257 grams for 46cm
- Black bead-blast finish





**NEW!**

### Classico Tape

It feels like cloth. But it isn't! Classico delivers pure, synthetic comfort!

- Synthetic cork with cloth-like feel embossed with peppers
- Black, Natural, Red, Blue, or Yellow



### Gel Cork Tape

Gel isn't just for your hair, Rico! Tape your bars with this stuff, grab hold, and feel good all over. It's miniature suspension for your hands.

- Synthetic cork with thin gel backing embossed with peppers
- Bar end plugs included
- Black, Yellow, Red, or Blue



### Cork Tape

Extra soft and corky, this tape feels great with or without gloves. Classic.

- Embossed with the Salsa script logo and peppers
- Natural, Rasta, or Black



### Goma™ Tape

You've got the Salsa bar. And the Salsa stem. Using someone else's tape would be like wearing the opponent's jersey. Grab some Goma.

- Rubberized handlebar tape embossed with peppers
- Black, Red, Blue, Grey, Yellow, or Orange



### Point To Point

The longest ride I had ever done was 80 miles. But there I was pumping up the tires, getting ready to ride to the north woods of Wisconsin, some huge unknown distance away. Jeff, Erick and I set out at sunrise. It was a beautiful July day. Not too hot or humid, and the winds were light. The first couple hours were on familiar roads as we left the Twin Cities. We ate breakfast on the St. Croix River, and then headed into Wisconsin and onto unexplored roads.

Knowing that we had a big day ahead, we set a moderate pace. My legs felt good, but I was unsure of their endurance. Our planned lunch stop in Clam Falls turned out to be a bust, as the local store was out of business. It was 20 miles to the next town. At this point the winter riding I did made the difference. As Erick struggled, I felt good despite the lack of food. We rolled into town with Erick bonking so hard he couldn't even eat. Erick was considering calling his wife for a ride, and Jeff decided to stay with him to make sure everything was alright.

I set out on my own, as I wanted to finish the ride. The last 50 miles were great. It rained lightly. My legs were tired, but they kept on turning. We had talked big about the final sprint to the resort, so even though I was alone I went all out. 14 MPH. That's all my legs could muster. But I had made it. 179 miles from home, in one day, all on a bike.

I've since done a number of big point-to-point rides, and they stand out in my mind as some of the best rides I've done. For a friend's wedding, five friends and I rode 300 miles in two days





with the groom in tow for a rolling bachelor party. Last summer I finally took a big trip that I've dreamed of. I flew to Portland, Oregon and rode back home to Minneapolis.

There's a special beauty in point-to-point rides. You never see the same road twice. There's an actual destination, a final goal, rather than just looping back to your house. There can be a sense of adventure that you don't get out of your regular ride.

It's not hard to do either. Plan a camping trip with your friends, but instead of driving, give your camping gear to your friend who is driving, and set off by bike to get there. Or head to a friend's house in a different city, and then catch a train home. Buy a map and find a way to get there. Just make sure you have some extra food in case the town you planned to re-supply in isn't really a town anymore—you don't want to bonk like Erick.

The Casseroll is a great bike for this kind of ride. It has comfortable geometry and is made of compliant steel, so a long day in the saddle isn't going to hurt (as much). Put some 28's or 32's on for extra cush. Put a rear rack on to carry rain gear and food, or enough clothes to do a "credit card tour."

But get out there and give it a shot. You don't have to crush yourself in the process. Just try doing something new. Something that expands your riding horizon and changes your awareness of what's possible. Try riding point-to-point. — Mike B

### Juegos de Fuegos™ Lock-On Grips

Wrenching on your bike has never been easier. A couple turns of an Allen wrench and you can slide these babies off, work your magic, and reload 'em back on. A non-disposable grip. Imagine that.

- Easy to change or replace grips in seconds
- Patented non-slip performance
- The comfort you expect from Salsa grips
- BONUS PACK: Includes everything to get started: grips, four Lock Jaw Clamps, and two end plugs
- Black or Red
- 84 grams, grips only



### Juegos de Fuegos™ Grips

- Dual-ply construction and hand-contoured shape
- Includes a set of Fire-Plugs™ bar plugs
- Black, Red, or Yellow
- 85 grams



### Pepperjacks™ Grips

- Super comfortable grip won't slip or wear prematurely
- Soft-density rubber squares surround hard-density rubber peppers
- Includes a set of Fire-Plugs bar plugs
- Black/Black, Black/Gray, Black/Red, or Green/Yellow
- 96 grams





# Mountain Bars

Salsa's mountain handlebar lineup is designed to offer you a variety of fit-inspired alternatives. We offer handlebars in both carbon and aluminum so you can find the right bar for your type of riding, and the right price for your budget.

New for 2007 we add a 17-degree bend to the mix. The big bend feels mighty natural on the wrist and is a great way to bring a rider's hands back closer to their body without going to a shorter stem. For those horrified by this new development, we still offer our 5 and 11-degree bends.

While our bars may seem well endowed by some, we prefer to let the rider determine the length they need, and then trim to fit. After all, a singlespeedster in Arizona might be looking for all the leverage they can get while a cross-country racer in Maine is trying to squeeze through the tight trees.

Open yourself up to the possibility of a better bend. Consider what a wider, or narrower, bar might offer you. Find a solution for all your handlebar needs with Salsa.



**NEW!**

## Loco™ DH Riser Bar

- 7075-T6 aluminum
- 710mm width with graduated ends for easy trimming; 32mm rise
- 10° x 6° bend, 31.8mm clamp
- Black bead-blast finish
- Ten-foot rockdrop to flat. Have at it muthahuckahs
- 385 grams at full 710mm width

**NEW!**

## Pro Moto™ XC Riser Bar

- 7075-T6 aluminum
- 680mm width with graduated ends for easy trimming
- 10° x 6° bend, 31.8mm clamp
- Black bead-blast finish
- 286 grams at full 680mm width

**NEW!**

## Moto Ace™ Riser Bar

- 2014-T6 aluminum
- 660mm width, 32mm rise
- 10° x 6° bend, 25.4mm clamp
- Black bead-blast finish
- 296 grams

**NEW!**

## Moto Ace™ Flat Bar

- 2014-T6 aluminum
- 660mm width
- 11° or 17° bend, 25.4mm clamp
- Black bead-blast finish
- 177 grams

**NEW!**

## Pro Moto™ Flat Bar

- 7075-T6 aluminum
- Quad butted areas on each side
- Graduated ends for easy trimming, Black bead-blast finish
- 5° or 11° bend, 25.4mm clamp, 188 grams at full 660mm width
- 11° or 17° bend, 31.8mm clamp, 261 grams at full 710mm width

5° and 11°  
available in  
25.4mm

11° also  
available in  
31.8mm

Graduated  
markings for  
easy trimming



**NEW!**

## Pro Moto™ Carbon Bars

Our Pro Moto Carbon Bars are the flagship of the Salsa handlebar line. We use the unique qualities of carbon to mimic the multiple butting found in the alloy versions. This provides strength where it is needed, and removes material and weight where it isn't necessary. We design our carbon bars wide so you can customize width to your preference using the gradation marks for easy reference. Strong and light, our Pro Moto Carbon bars are a nice upgrade to any bike's cockpit.

## Pro Moto Carbon Riser Bar

- 680mm width with graduated ends for easy trimming
- 10° backsweep, 6° upsweep
- 31.8mm clamp
- 166 grams at full 680mm width
- Carbon weave finish

## Pro Moto Carbon Flat Bar

- 660mm width with graduated ends for easy trimming
- 5° or 11° bends, 25.4mm clamp
- 11° bend, 31.8mm clamp
- 140 grams at full 660mm width
- Carbon weave finish



C



## Which Bar Bend is Right for You?

If you're experiencing numbness in your hands, or just a little ache while riding, don't despair. We're here to help.

First off, take a set of hex wrenches with you on your next few rides. Try adjusting the tilt of your bar to see if it alleviates any of the symptoms. Experiment with both upward and downward changes. You may even take a Sharpie marker along so you can keep track of the changes you make.

If you just can't get comfortable with your bar, consider switching to a different bend. Check your bar to see what bend it is. Then head on down to your local bike shop to see if they can help you sort out a more comfortable solution.

Salsa offers 5, 11, and 17-degree bends in our mountain bars because we know that we weren't all popped out of the same mold. Your handlebar, grips, stem, position on the bike, and your riding style can also all influence your comfort on the bike. Don't live with unnecessary hand or wrist pain, find something that works for you!



## Mangos De Amor™ & Mangitos™ Bar Ends

- Oh-so-retro and they can actually make a climb more tolerable
- Comfortable curves
- Forged construction
- Black
- Mangos De Amor 149 grams and Mangitos 124 grams

## Commute to Eat!



A lot of people will tell you they commute to help the environment by saving gas and emitting fewer toxins into the environment. Sure, I do it for those same reasons, but bikes are mainly my primary transportation because they save me hard-earned cash and keep me healthy. Based on what I used to pay in car payments, insurance, fuel, and maintenance, I save \$600 a month by not owning one.

While most see the car as a necessity I saw it as an expense I could cut and free up resources for investments and other expenditures. Since I've been car-free my weight has dropped to within ten pounds of my scrawny high school days. I can eat whatever I want, I never think twice about going for that second helping at dinner or stopping at the bakery on the way to work.

Most mornings I'll just stop at the grocery store to pick up some tasty pastries or donuts for breakfast at work. But when the River Bottom trails dry up in the spring, organized morning off-road rides to work start. Every Friday morning we meet at one of the fine bakeries in Southeast to fuel up on coffee and pastries.

A Baker's Wife has muffins, breads, old-fashioned donuts, and an amazing apple turnover. The crust is flaky and the warm apple filling is infused with cinnamon and sugar. Mel-O-Glaze serves up raised donuts bathed in a classic sweet glaze.

While A Baker's Wife and Mel-O-Glaze are good, nothing beats a stop at Scandia Bakery. It's completely out of the way but the trip is well worth it. I've never had a bad pastry, donut, cookie... you get the point. Mix the baked goods with a couple of ladies with arms the size of my legs from mixing the dough. Add in some good coffee and you've got the best bakery in the Twin Cities, in my opinion anyway! — Joe



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Protect your drivetrain

### Crossing Guards™

- CNC'd 6061-T6 aluminum
- Available in 110 and 130mm bolt patterns, 44 tooth max
- 120 grams
- Black



### Chaining Guards

- CNC'd 6061-T6 aluminum
- Both styles have toothed edge for log biting action
- 44T style is pie plate style and 1/8" thick for use with outer ring
- 44T style available in 94 and 104mm BCD, 112 grams
- Trials style is 1/4" thick and replaces outer ring for heavy duty use
- Trials style available in 94, 104, and 110mm BCD, 32 - 36T, 96 grams
- Black



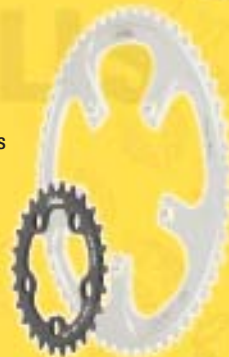
### Track Rings

- CNC'd from 5mm 7075 aluminum plate
- Use with 1/2" x 1/8" width chains
- 47, 48, 49, and 50 tooth
- Silver
- Got something against turning right?



### Chainrings

- CNC'd 7075-T6 aluminum
- 5 through 9-speed compatible chainrings
- No pins or ramps
- Excellent replacements for older rings
- Black or Silver
- No frills, no B.S. Perfect for good, clean, singlespeed fun



NEW!

### Ring Dinger™ Guards

Our new Ring Dinger guards are the perfect, lightweight solution for protecting your drivetrain from chainring-eating obstacles. Pair one up with a front chain keeper device (we recommend the N Gear Jump Stop) for a super simple 1 x 9 set up!

- CNC'd 6061-T6 aluminum
- 94, 104, and 110mm BCD
- 36 tooth max
- 44 grams for 110 BCD
- Black

Available in 94, 104, and 110mm BCD



### Life as a Gear Head



I have to face facts. I am a gear head. My parents owned an automotive repair shop and Dad raced British sports cars (Mom's idea) for much of my childhood. There is a picture of me at about 9 months old, under my baby stroller, wrench in hand. I have a mechanical engineering degree and have now accumulated a car, a truck, anywhere between 25 and 35 bicycles, and have had up to 6 motorcycles sitting in my garage at one time. I still spend Saturdays wrenching in a bicycle shop. I even have two sets of tools each with their own tool boxes (one for bicycles, one for the greasy stuff in the garage) because we all know gear heads are also tool junkies (this isn't necessarily true in reverse as not all tool junkies are gear heads). Heck, my main reason for buying a house was to have a place to keep and work on all this stuff.

I look at it as a blessing rather than a curse though (or at least as inevitable). Being a gear head did get me a couple jobs and it almost always makes for good topics of conversation (not so much at art openings). It even saves me money and time since I don't worry about fancy haircuts and clothes. If you're spending most of your time getting greasy in the garage there's not much point in fashion. I'm definitely a form follows function gear head. Chopper motorcycles and hot rods that are all show, but don't go around a corner aren't my thing. I'd rather fiddle with the handling and suspension of my motorcycles and bicycles for hours on end than clean and polish them (you could definitely tell if you saw them). And hey, sometimes being a gear head even impresses the ladies (not often but once in a while).

Being a gear head dooms me to spending a majority of my time in the garage or basement which leads others to believe I'm antisocial (as does much of the music I listen to but that's a whole different story). Continually acquiring bikes, motorcycles, parts and tools costs money that is nearly impossible to recoup. My hands are calloused, bruised, burnt and cut and I have permanent dirt under my finger nails.

But sometimes you just have to accept who you are...doomed or not. I am a gear head. — Josh



### Flip-Offs™ Seat Binder

- Perfect complement to our Flip-Offs skewers
- Black, Silver, Blue, Red, Rasta, and Green
- 44 grams



### Flip-Lock™

- Elegant, functional, and hand friendly!
- 28.6, 30.0, 30.6, 32.0, 35.0, or 36.4mm sizes
- Black or Silver
- 44 grams



### NEW COLORS!

### Lip-Lock™

- Non-quick release version of the Flip-Lock
- Stainless steel pivot
- 28.6, 30.0, 30.6, 32.0, 35.0, or 36.4mm sizes
- Black, Silver, and now Blue, Green and Red!
- 34 grams



### Shaft™ Seatpost

The Shaft Seatpost is one of those products that you might miss if you don't look close enough. Beneath its simple black finish are the real guts of the matter. The Shaft provides clean and simple independent seat adjustment from the clever use of an easy adjusting cam.

For superior strength, the Shaft is forged, and then CNC-machined from AL-2014 aluminum. It is designed with a 23mm setback and is available in three different lengths.

In this one instance, we encourage you to get Shaft'ed.

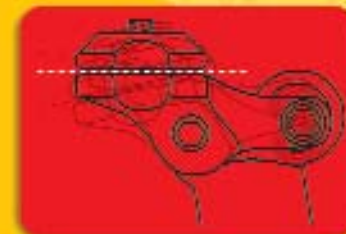
- Simple, independent saddle adjustments with its unique cam-actuated angle adjuster
- Forged and CNC'd
- Black with black head
- 23mm setback, 260 grams for 350mm
- Two-time winner of Bicycling magazine Editor's Choice Award

### How The Shaft Works

The Shaft's key feature is that it allows independent adjustment of saddle tilt and fore/aft position.

Loosen the saddle rail clamp bolt and attach your saddle. Slide your saddle forward or back and tighten the saddle rail clamp bolt to lock it in place.

Loosen the two side bolts so you can move the saddle through its range of tilt. Sliding a hex wrench through the side hole gives you extra leverage and allows for very precise saddle angle adjustment. When the saddle has the tilt you desire, tighten both bolts down.







**NEW!**

### **Delgado™ 29'er Race**

- Designed as a disc specific, competitive performance 29'er rim
- Welded seam for increased strength
- 25mm width, 455 grams
- 32 or 36 hole, ERD 604
- Single stainless eyelets
- Black or Polished Silver



**NEW!**

### **Delgado™ Race**

- Designed as a disc specific, competitive performance rim
- Welded seam for increased strength
- 25mm width, 400 grams
- 32 or 36 hole, ERD 543
- Single stainless eyelets
- Black or Polished Silver



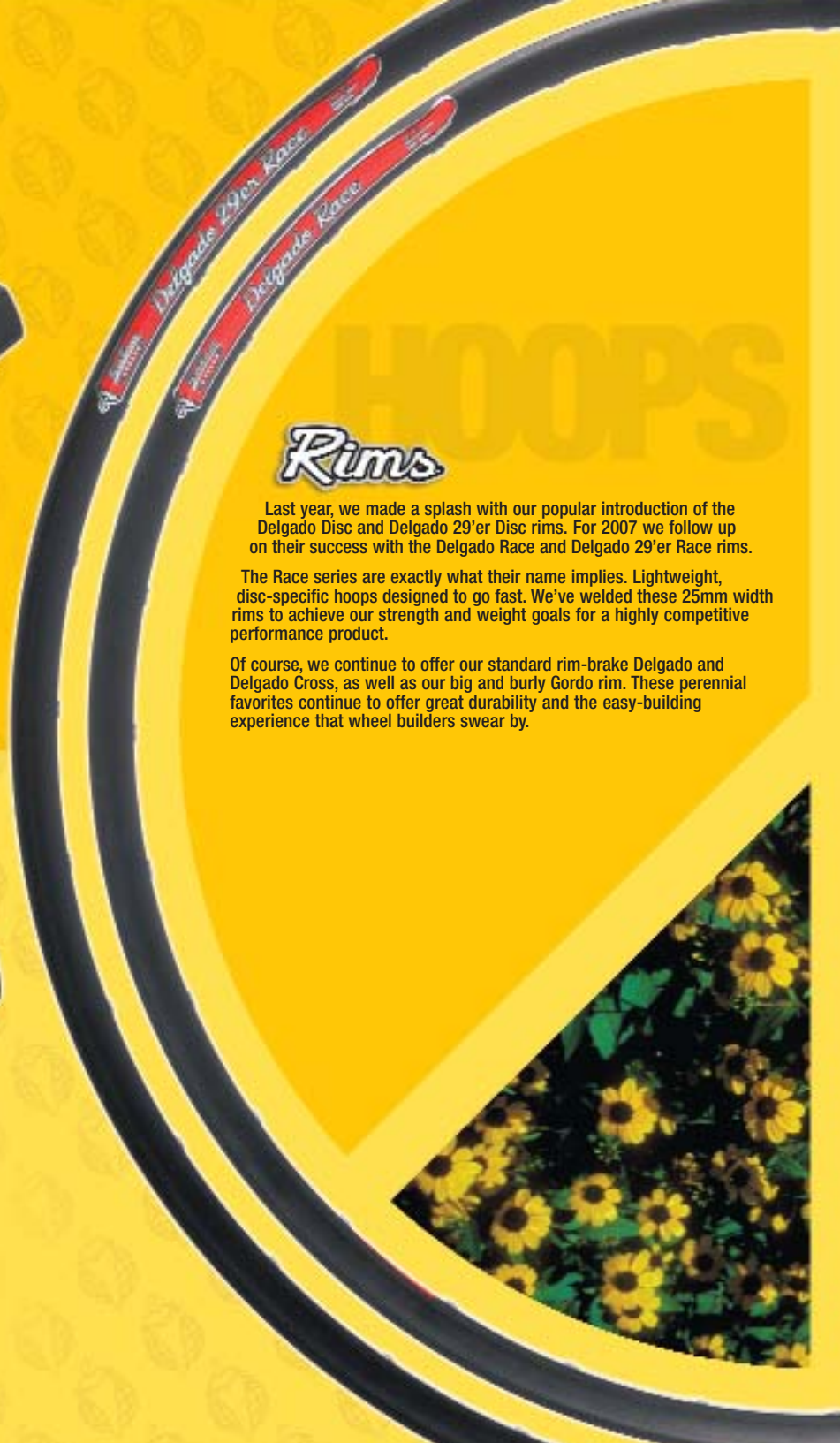
### **Delgado™ 29'er Disc**

- Perfect 29'er disc specific trail riding rim
- Extra wide for larger footprint
- 29mm width, pinned and sleeved, 498 grams
- 32 or 36 hole, ERD 605
- Single stainless eyelets
- Black or Polished Silver



### **Delgado™ Disc 26"**

- Disc specific trail riding rim
- 29mm width, pinned and sleeved, 450 grams
- 32 or 36 hole, ERD 544
- Single stainless eyelets
- Black



## *Rims*

Last year, we made a splash with our popular introduction of the Delgado Disc and Delgado 29'er Disc rims. For 2007 we follow up on their success with the Delgado Race and Delgado 29'er Race rims.

The Race series are exactly what their name implies. Lightweight, disc-specific hoops designed to go fast. We've welded these 25mm rims to achieve our strength and weight goals for a highly competitive performance product.

Of course, we continue to offer our standard rim-brake Delgado and Delgado Cross, as well as our big and burly Gordo rim. These perennial favorites continue to offer great durability and the easy-building experience that wheel builders swear by.



## Designing Salsa's Delgado Series Rims

Wide and Light were the primary criteria when we designed the Delgado Disc and Delgado 29'er Disc rims two years ago. That was what our customers kept asking for and frankly that's what we wanted for ourselves as well. At the time, there were no wide and lightweight 29'er-specific rims available. While it is obvious why we wanted the new rim to be lightweight, it takes a little thinking to understand why we wanted it wide.

Wider rims on a mountain bike increase the effective footprint of the tire and spread the tire casing increasing tire volume. This allows you to run lower air pressure in the tire resulting in increased float and improved traction on the trail. It all adds up to more comfort, confidence, and most of all, fun on the bike.

Of course, everything is a compromise. While still a very respectably lightweight rim, the extra width of the Delgado Disc rims increased their weight. While none of us here are super weight weenies, we were hearing from folks that were. They were asking for a competition-specific disc-only race rim.

Those requests and the success of the Delgado Disc rims spurred us on to develop our new lighter weight competition-driven rims, the Delgado Race and Delgado 29'er Race rims. As mentioned earlier, everything requires compromise. In order to make the rim lighter something had to give. In this case, that was width. By making the Delgado Race rim profiles 4mm narrower we took off 60 grams of overall rim weight. To increase rim strength and durability we designed the Delgado Race rims with a welded seam.

In the end, two great rims result from this work. Each is unique and offers riders the chance to purposefully set up their bikes for the type of riding they do. So, whether your aim is trail riding or XC racing, our rims offer ideal performance and reminder that form truly does follow function.  
— Joe



### Delgado™ 26"

- 22.5mm width, welded seam, 420 grams
- 32 hole, ERD 543
- Eyelet spoke holes
- Machined brake track
- Black



### Delgado™ Cross

- 700c version of the Delgado, excellent choice for cross, touring bikes, and 29ers
- 22.5mm width, pinned and sleeved, 540 grams
- 32 or 36 hole, ERD 604
- Eyelet spoke holes
- Machined brake track
- Black or Silver



### Liquid Propulsion You Drink

Having a rough start to your day? Just can't seem to get motivated? Got a big sleeper of a meeting you have to attend? Consider trying my own special concoction, the Riemer-chino Cocoa Bomb. It's guaranteed to raise your heart rate and make your nerves tingle. Heck, you'll even blink an average of 5 – 10 times more per minute.

Start with a large drinking vessel, preferably a screw top Nalgene bottle. Pour in two packets of cocoa mix. Now fill it to the brim with coffee. Any old brew will work, but true coffee snobs will want to use some good stuff. Screw that lid on tight, because a Riemer-chino Cocoa Bomb is best shaken, not stirred. Drink when it reaches a temperature you can tolerate, and then hang on tight.

Oh so simple, but yet so very, very effective. Enjoy.

**Warning:** Riemer-chino Cocoa Bombs can be highly addictive. Going cold turkey after drinking them for a few days may result in one fierce headache. Don't say I didn't warn you!  
— Kid



### Gordo™ 26"

- Unique super-strong X-brace mountain rim
- 27mm width, welded seam, 630 grams
- 32, 36, 40 or 48 hole, ERD 545
- Eyelet spoke holes
- Machined brake track
- Black







### Flip-Offs™

Every once in a great while, a product is good enough to define its category. We believe the Salsa Flip-Offs define the quick-release world.

Beautiful to look at, but with function to boot. They are a nice way to add a little cha-cha-cha to your bike, and boost its functionality at the same time. Gentle on the hands and pleasing to the eyes, we're proud of the Flip-Offs' historical position in the industry.

- Beautifully machined and hand friendly
- Variety of sizes; sold as pairs or individually front or rear
- Black, Silver, Blue, Red, Rasta, and Green
- Stainless steel for front and full suspension or titanium rod for road or rigid mountain only
- More than just eye candy, they're hand candy, as well
- Ti = 85 grams/set
- Suspension = 94 grams/set
- Stainless = 104 grams/set



### Nickless™ Cage

- Unique double-bend design
- Stainless steel construction won't deface your bottles
- 50 grams

### NEW!

### CroMoto 26" and CroMoto Grande 29" Forks

If you're down with rockin' it rigid, take a peek at our CroMoto (26") and CroMoto Grande (29") forks. Both offer precise, suspension-corrected tracking in a sweet steel package.

- CroMoto is Salsa Classico CroMoly with 1-1/8" steerer
- CroMoto Grande is True Temper OX Platinum with 1-1/8" steerer
- Both are suspension corrected for 85mm travel
- CroMoto features disc brake mount, removable canti studs, and fender braze-ons; 41mm rake, 425mm axle-to-crown
- CroMoto is 1064 grams with full 250mm steerer
- CroMoto Grande is disc specific with fender braze-ons; 43mm rake, 468mm axle-to-crown
- CroMoto Grande is 1104 grams with full 250mm steerer
- Black



### Pneumaticos Simpaticos™ Tubes

- 34, 48 or 60mm threaded presta valve lengths
- Multiple tube sizes including a heavy-duty Schrader valve version featuring 2.25mm tube thickness
- Pneumaticos Simpaticos is Spanish for "valve of many lengths" (not really, but they do include the leaky-adapter-avoiding 60mm)



### Water Bottles

- Come in four different models and two mouth sizes: thirsty and extremely parched
- Clear





## Team

The Salsa kitchen has whipped up their spiciest batch of team clothing yet with our new Pepper Power Team clothing. We've unleashed our hot habaneros on a lime green palette of refreshing jerseys, bib shorts, and socks. Power to the Pepper!



**NEW!**

### Pepper Power Team Socks

Set your dogs ablaze with a sure-footed dose of Pepper Power. We can't guarantee they'll increase your revolutions per minute but they just might ignite a revolution in style.

- 75% Micro-Denier Acrylic, 15% Lycra, 10% nylon composition
- Easy-Fit Cuff
- Reinforced toe and heel
- S/M or L/XL



**NEW!**

### Pepper Power Team Bibs

Keep the fires burning down below with these Pepper Powered bibs. Not for the shy of heart.

- Mesh upper keeps you cool
- Cantara pad has antimicrobial Airstripe center and perforated Alcantara side panels
- S-XL Mens

**NEW!**

### Pepper Power Team Jersey

Watch the competition sweat as you blow by 'em in a smokin' blaze of pepper glory. Our new Pepper Power Team Jerseys explode with enough spicy chilies and eye-puckering lime to set the trail on fire. Short-sleeve and long-sleeve available to keep you racin' through the seasons.

- Airies Micro Plus fabric
- 20" hidden zipper
- Three rear pockets
- S-XXL



**NEW!**

### Pepper Power Team Long Sleeve Jersey

- Thermasensor Ultra fabric for cool weather performance
- 20" hidden zipper
- Three rear pockets
- S-XXL



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## Men's Jerseys

There are rice crackers in this world...but there are also S'mores! Our Salsa Men's Jerseys are the S'mores of the bike jersey world, loaded up with flavorful fun. Each year, we add a new offering or two, each filled with subtle detail and intricate design created by Wes Stobbe, Salsa's graphic designer. Celebrate cycling with some flavorful fashion... Be the S'more.

**NEW!**

### Calendario Jersey

Inspired by ancient Mayan and Aztec calendars, Calendario will keep you riding through the seasons. Designer Wes Stobbe peppers his creation with enough magic Salsa totems to make you a high priest of Ride and Smile. No blood sacrifice required but you might have to surrender a little sweat.

- Airies Micro Plus fabric
- 20" hidden zipper
- Three rear pockets
- S-XXL



### Comrade Jersey

Our Comrade Jersey celebrates the artwork of the mid 20th Century propaganda-style posters. Imagine if you will, a world filled with folks riding bikes, not because they have to or have been told to, but because they want to! That dream lives in all of us here at Salsa. So turn that frown upside down and let's hear you say it...Ride and Smile Comrade!

- Airies Micro Plus fabric
- 20" hidden zipper
- Three rear pockets
- S-XXL



### El Día de los Muertos Jersey

Face it...someday we'll all be dead. So why not celebrate now! Our Muetos Jersey celebrates all of those that have moved on before us. Happy skeletons riding bikes and kicking out the tunes! That's gotta make you Ride and Smile!

- Airies Micro Plus fabric
- 20" hidden zipper
- Three rear pockets
- S-XXL







### El Día de los Muertos Kid's Jersey

The same fun biking skeletons... but on a kid-sized canvas for your lil' rippers.

- Airies Micro Plus fabric
- 16" hidden zipper
- Three rear pockets
- Y8, Y10 and Y12



### Moisture Wicking Airies Micro Plus fabric

Micro Plus fabric uses different sized synthetic filaments to create a soft, comfortable feel. These macro and micro fibers' unique shapes siphon moisture away from your skin to the outside face of the fabric. There, a waffle-like surface texture increases the surface area thus speeding evaporation, leaving you cool, and oh-so-stylishly dry.

Micro Plus utilizes a mechanical wicking process, thanks to those multi-sized fibers, and can never wash away or wear out like chemical treatments which many other jersey fabrics use.



### Tequila Jersey

Tequila is our worm-free homage to great label design. "Tequila tonight, tomorrow we ride." Raise your glass to good times, great rides, and true friends. Salsa reminds you to ride responsibly.

- Airies Micro Plus fabric
- 20" hidden zipper
- Three rear pockets
- S-XXL



### Cooking Up Salsa Jerseys

Salsa Jerseys have become collectibles for many bicycling fans. Each year we cook up one or two new designs and send a couple existing designs into semi-retirement.

The whole process is a lot like making a fresh batch of chili from scratch. A little tomato paste here, a little garlic there.

We enjoy building a little sophisticated fun into our jerseys. There's a lot of attention to details and time spent on small design elements and fun, little things that you might miss if you don't look closely.

For the last eight years our jerseys have been designed by Salsa's graphic designer, Wes Stobbe. Each season we have a brainstorm session where we toss around different jersey ideas. Of course, there are a few brain farts as well, but eventually, we whittle that list down and have a few jersey ideas to proceed with.

Wes starts out with some pencil sketches of his concepts and then we all start adding ingredients. As ingredients are added, and taken away, Wes refines his pencil sketches a bit further. Once we think a design is really progressing he adds some color.

All of this necessitates a lot of back and forth design work which is almost as much fun as the final product. We hope you enjoy our newest Salsa jersey creations. We enjoy cooking them up for you.



### Pepperman Wants You Jersey

Bikes, Peace, and Peppers! Can I get an Amen? Or a Yah Mon!

Pepperman Wants You is our call for a little peace, love, and understanding. It's a rasta-powered concoction that gets to the heart of the matter, our desire for a more peaceful world, filled with bikes, and yes...peppers!

- Airies Micro Plus fabric
- 20" hidden zipper
- Three rear pockets
- S-XXL





# WOMEN'S JERSEYS

## Women's Jerseys

Our classy lady's designs put a feminine twist on the Salsa perspective. Designer Wes Stobbe has some fun with color and shape to create great looking pieces for twisting through some sinuous singletrack or hammering a hellacious hill climb. All use comfortable, and well-wicking, Airies Micro Plus fabric. The jerseys feature a feminine cut, elastic sleeves and waistband, 16-inch zippers, and three elastic rear pockets. Que bonita!

### Moisture Wicking Airies Micro Plus fabric

Micro Plus fabric uses different sized synthetic filaments to create a soft, comfortable feel. These macro and micro fibers' unique shapes siphon moisture away from your skin to the outside face of the fabric. There, a waffle-like surface texture increases the surface area thus speeding evaporation, leaving you cool, and oh-so-stylishly dry.

Micro Plus utilizes a mechanical wicking process, thanks to those multi-sized fibers, and can never wash away or wear out like chemical treatments which many other jersey fabrics use.



### Florita Women's Jerseys

Our Wes Stobbe-designed Florita Jerseys pay tribute to the traditional floral embroidery found in Mexico. Flowers and peppers dance together in a veritable garden you can wear.

- Airies Micro Plus fabric
- 11" hidden zipper
- Three rear pockets
- S-XL

### Rosalita Women's Jerseys

Our Rosalita Jersey takes a stained glass approach to the pepper on the vine. Gentle lines and balanced colors gracefully intertwine in a classy, graphic pattern.

- Airies Micro Plus fabric
- 11" hidden zipper
- Three rear pockets
- S-XL







**NEW!**

### **Reina de la Noche Women's Jerseys**

They call her Queen of the Night—a beautiful cactus flower that blooms once a year during a long summer night, and then closes forever come sunrise. Few have seen her and still fewer have known her intoxicating scent. Designer Wes Stobbe celebrates her fragile mystery with a moonlit desert sky filled with stars. Slip one on and ride on into the night.

- Airies Micro Plus fabric
- 16" hidden zipper
- Three rear pockets
- S–XL
- Midnight Blue Short-sleeve and Skylight Blue Sleeveless versions



## Wool

On Salsa's home turf of Minneapolis, wool jerseys are the cat's meow... which would also make them the sheep's baah. Below are a bunch of reasons why wool is appealing. Check 'em out. Maybe it's appropriate for your neck of the woods too.



**NEW!**

### RED STRIPE WOOL SOCK

Great for those times when body and outdoor temperatures fluctuate.

- 100% Merino wool
- Ribbed knit wrist cuff
- Embroidered logo
- S/M-L/XL



100%  
Merino  
wool



Embroidered  
Salsa logo

### Wool: The natural wonder fabric

- Merino wool comes from a breed of fine-wooled white sheep that produces a fleece of exceptional quality
- Merino fibers are fine and light making them an ideal fiber for year-round wear
- In warm temperatures, Merino wool wicks away moisture (up to 30% of its weight) before it begins to feel damp
- In cool temperatures, Merino wool is warmer because there is an insulating layer of dry air next to your skin
- Merino fibers breathe, eliminating the buildup of unpleasant odors
- Merino is a renewable fiber, leaving little impact on the planet

### Classico Wool Jerseys

Salsa wasn't around when the likes of Coppi and Bartali were duking it out on the slopes of the Col du Galibier, but we sure wish we had been. Our Classico wool jerseys pay tribute to the greats of the past, while throwing the nod our way. Aficionados of sheep fiber, look no further!

- 100% Merino wool
- Embroidered logo
- Three rear pockets
- 7" zipper
- S-XL





## Spreading the Love Around

I've been riding a Salsa Casseroll prototype as my summer commuter this year. Summer commuter you say? Yep, summer only. Sure I'll probably ride it into fall when the leaves start falling and it's long sleeve wooly weather again, but once the snow starts falling I'll switch over to my flat bar winter commuter. The flat bars, bigger tires, and longer wheelbase of my winter commuter keep me on the saddle instead of sliding on the pavement when the roads get icy.

Of course, these aren't the only two-wheeled transportation in my basement.

There's also my fine converted Italian fixie, which used to be my only "road racing" bike. Now, a Campeón has replaced that fine Italian steel for dedicated "road racing." It mostly gets ridden on Tuesday night group rides, the occasional century, and those days when I want to get to work fast.

A Dos Niner replaced a Ti 26" wheeled mountain bike I had. My Dos has gone through several incarnations now, but every time I hop on it for a ride the bike feels natural after a couple of pedal strokes.

I was fortunate to work on the El Mariachi project and have been riding a proto as my dedicated "dinglespeed" since they first showed up. The dingle is a great way to tune my gearing for the Minneapolis metro trails. I've got one gear specifically for Friday morning River Bottoms rides and another for tighter, more twisty singletrack.

There are twelve bikes hanging in the basement these days and I'm proud to say that every one of them gets ridden on a regular basis. I'm sure that I'll acquire more and pass some on as my preferences and riding style change over time. But I'm sure lucky to have the bikes I do and live in a city with plenty of places to ride them.

— Joe



## Toastadas Gloves

Necessity is the mother of invention. Commute through a Minnesota winter and it'd make you design some truly exceptional winter riding gloves too.

- Breathable 3M Thinsulate microfiber, windblocker glove back material
- 3M reflective strips
- Abrasion resistant, anatomical Kepratech palm patches
- Comfortably soft, washable Amara palm
- Three-finger or full-finger styles
- S-XXL

## N'agua™ Gloves

Minnesota may have six months of winter, but we've got some pretty chilly spring and fall days to throw into the mix as well. Our N'agua gloves are designed to take the sting out of the air on those chilly rides. Numb, pink fingers be gone!

- Waterproof, breathable Porelle glove inserts ensure you stay warm and dry in the worst conditions
- Schoeller Kepratech palm patches are durable and abrasion resistant
- Super-soft fleece micro-fiber thumb makes a comfortable nose wipe
- Extra long cuffs with adjustable closure keep the elements out
- Amara palms remain soft after a soaking
- Reflective stripes and piping improve visibility in the dark
- S-XXL



## Clear Rain Jacket

- Raglan sleeve
- Vented back and sides
- 3M reflective band
- Velcro closure
- S-XXL





Abrasion-resistant  
Keprotech patches



### Los Motos™ Gloves

Moto-inspired and highly desired! Our Moto gloves put the "braaaaap!" into your epic mountain bike adventures. The flames on these gloves are sure to make you faster!

- Schoeller Keprotech palm patches are durable and abrasion resistant
- Air Mesh palm is durable and cool in warm weather
- Rubber armor provides back-of-the-hand protection
- Articulated neoprene knuckles add comfort and flexibility
- Adjustable neoprene wrist closure ensures a snug fit
- Fingertip grippers for confident braking
- Red
- S-XXL



Neoprene  
knuckle  
padding



### Sol™ Gel Gloves

Our Sol Gel Gloves are just what they sound like...our popular Sol Gloves with the addition of thin gel pads to the palm for even greater comfort. Here comes the sun!

- Just right gel pads provide cushion without excess bulk
- Silicon injected pull tab
- Lightweight breathable Lycra back
- Amara palms are durable, grippy, and soft
- Generous terry cloth patches for wiping away sweat
- Red
- S-XL

### Sol™ Gloves

Sol, as in "sunny days." These are the perfect gloves for those perfect weather days when the sun shines down as if to say hello, the gentle breeze always seems to be at your back, and nobody honks at you...not even once.

- Lightweight breathable Lycra back
- Amara palms are durable, grippy, and soft
- Neoprene palm padding won't clump up
- Generous terry cloth patches for wiping away sweat
- Gray
- S-XL



### Bermshot

This past spring and summer I started racing 4x and it's been the exact discipline I've been looking for - one that makes me feel like a kid again. I still love riding my mountain and road bikes, but for me they don't compare to snapping out of the gate, hitting some jumps and railing the berms.

I raced BMX from ages 12 to 18. It was my identity while growing up. I'm thankful for supportive parents that would drive my brother and I to all of the regional races. It's how we spent our spring and summer months for many years.

Racing 4x this season has enabled me to reconnect with a BMX teammate who I hadn't seen in twenty years and to make some new friends. I also really like its mellow laid-back atmosphere.

Bikes and bike racing have been so good to me throughout my life. I hope that I can help my daughters find something like that as they grow up. Something they can relate to and enjoy for the rest of their lives.

— Wes

### Baja™ Gloves

- Tough Keprotech reinforced palm
- Large terry cloth area
- Reflective piping and neoprene palm padding
- Gray goes with everything
- S-XL short finger, S-XXL full finger





**NEW!**

### Trailbuilder T-Shirt

To arms! To arms! All across America our Salsa compadres are putting down their bikes, picking up shovels, and teaming with advocacy groups to build new trails. Grow your riding opportunities by joining your local trail organization and helping them move some dirt.

- 100% cotton
- M-XL



**NEW!**

### Singletrack T-Shirt

Take one last ride down the mountain before the sun slips low and the day is done. This Wes Stobbe original takes you rumbling round the switchbacks and flying over roots and rocks. You can almost smell the pines sapping and hear the crunch of dirt, dust, and gravel beneath your fatties.

- 100% cotton
- Forest Green
- S-XL



### Ladies La Chica T-Shirt

Specifically designed for women, this fitted T-shirt proudly displays a tastefully-sized Salsa insignia just beneath the neckline. Classy.

- 100% Cotton
- S-L



**NEW!**

### El Mariachi T-Shirt

El Mariachi rides into town with a guitar on his back and CroMoto stems a-blasting on our 25th Anniversary celebratin' t-shirt. Look out for tumbleweeds!

- 100% Cotton
- M-XL



### Moto Baby T-Shirt

Round here, folks are "popping out babies" (as the J-man likes to say) faster than a trip down Lutsen's Alpine Slide. As a parent, it's your responsibility to teach your children the Salsa way. We expect no less!

- 100% Cotton
- 2T/4T





### Team Socks

The official sock of Team Salsa takes care of your lower digits with moisture-wicking Sock Guy technology. Wear your pride ankle high.

- 75% Micro-Denier Acrylic, 15% Lycra, 10% nylon composition
- Easy-Fit Cuff
- Reinforced toe and heel
- S/M or L/XL



### Rasta Bar Socks

Jah Mon! Salsa Rasta Bar socks put the Jamaica into Nashville, Butte, or wherever you might be! Crafted with Sock Guy foot technology, they fit well, and look spleefy!

- 75% Micro-Denier Acrylic, 15% Lycra, 10% nylon composition
- Easy-Fit Cuff
- Reinforced toe and heel
- S/M or L/XL



### Pepper and Globe Socks

This is the okay kind of global warming.

- Also available in White/Black
- 75% Micro-Denier Acrylic, 15% Lycra, 10% nylon composition
- Reinforced toe and heel
- Easy-Fit Cuff
- S/M or L/XL



### Florita Women's Socks

Assemble an ensemble. Say that five times fast why don't you? Our Florita Socks match up perfectly with our Florita Women's Jerseys.

- Also available in Orange/Red
- 75% Micro-Denier Acrylic, 15% Lycra, 10% nylon composition
- Easy-Fit 1" Cuff
- Reinforced toe and heel
- S/M or L/XL



### Muerto Socks

Skulls aren't always tough! Our Muerto Socks are about as fun as a skull wearing a sombrero can be. These socks won't rattle your bones.

- 75% Micro-Denier Acrylic, 15% Lycra, 10% nylon composition
- Easy-Fit Cuff
- Reinforced toe and heel
- S/M or L/XL



### Rosalita Women's Socks

The perfect compliment to our Rosalita Women's Jersey!

- Also available in Green
- 75% Micro-Denier Acrylic, 15% Lycra, 10% nylon composition
- Easy-Fit 1" Cuff
- Reinforced toe and heel
- S/M or L/XL



**NEW!**

### Red Stripe Wool Socks

A classic look for a classic wool sock. Made exclusively for Salsa by Sock Guy, this blend of Merino wool and polypro keeps your feet cool in the heat and toasty warm in the cold.

- 50/50 Merino wool/polypropylene
- 6" height
- S/M or L/XL

**NEW!**

### Reina de la Noche Women's Socks

Hey there twinkle toes! The perfect match for our Reina de la Noche jerseys.

- 75% Micro-Denier Acrylic, 15% Lycra, 10% nylon composition
- Easy-Fit 1" Cuff
- Reinforced toe and heel
- S/M or L/XL







#### NEW COLOR!

#### Shop Apron

Nine, count 'em, nine pockets. It's almost more than a wrench can stand! The perfect place to put that hex wrench, tape measure, screwdriver, and leftover burrito.

- "X" strap, adjustable length
- 10 oz cotton duck fabric
- One size fits all
- Black and now RED!



#### Pinto Beanie

Happy homes for your heads, our Pinto beanies give you good feelings from the top down!

- 50/50 acrylic/poly blend for warmth
- Pepper Red
- One size fits all



#### CoolMax Cycling Cap

- There's more technology in this hat than a four-slice toaster
- Machine washable
- One size fits all



#### Salsa Patch

Big ones and little'r ones. Sew 'em on stuff and spread the Salsa word. Word.

- Iron-on
- 4 or 7" sizes



#### Bobby Buckle™

Our Bobby Buckle is big enough to keep your belly at bay. Made from solid pewter, the Wes Stobbe-designed buckle has style for miles, and let's you take a piece of the bike world with you no matter where you are. Big, beefy, and stylish...you can have all three!

- Our first gut-buckle!
- Solid pewter
- 196 grams



#### Ball Cap

We could have put the logo on dead center, but we decided to take a trip down the wild side! Well, not really that wild, but a nice looking ball cap all the same.

- FlexFit hat
- Embroidered logos
- S/M or L/XL



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# GEOMETRY CHARTS

## EL MARIACHI



Size	ST (OAL)		TT (C-C)		TT (Horizontal)		HT Angle	ST Angle	BB Drop		CS Length		Wheelbase		Standover		HT Length		FK Length		FK Rake	
	inches	mm	inches	mm	inches	mm			inches	mm	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm	inches	mm
Small (16")	17.7	450	22.0	559.9	22.7	575.9	71°	73°	2.7	68	17.9	454.7	42.2	1072.8	28.8	730.5	3.7	95	18.4	468	1.7	43
Medium (18")	19.7	500	22.6	573.4	23.5	597.1	72°	73°	2.7	68	17.9	454.7	42.7	1084.1	30.2	766.2	3.9	100	18.4	468	1.7	43
Large (20")	21.7	550	23.3	592.7	24.4	619.8	72°	73°	2.7	68	17.9	454.7	43.6	1106.9	30.9	783.6	4.3	110	18.4	468	1.7	43
X-Large (22")	23.6	600	24.0	608.7	25.0	635	72°	73°	2.7	68	17.9	454.7	44.2	1122.3	32.3	820.3	4.7	120	18.4	468	1.7	43

\* Standover height is based on using a 29 x 2.1" tire measuring 737mm in diameter  
\* Fork is included.

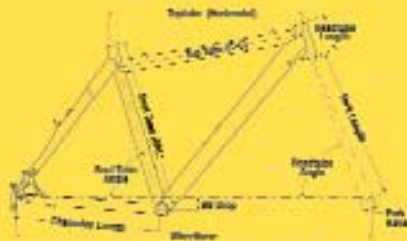
## DOS NINER



Small (16")	21.5	545	21.7	552.1	22.7	575.9	71°	73°	2.6	65	17.9	454.7	42.2	1071	31.0	787.9	3.7	95	18.4	468	1.7	43
Medium (18")	21.5	545	22.5	571.8	23.5	597.1	72°	73°	2.6	65	17.9	454.7	42.6	1082.2	31.4	797.1	3.9	100	18.4	468	1.7	43
Large (20")	22.0	560	23.3	592.9	24.4	619.8	72°	73°	2.6	65	17.9	454.7	43.5	1104.9	32.2	816.7	3.9	100	18.4	468	1.7	43
X-Large (22")	24.0	608.8	24.0	610.5	25.0	635	72°	73°	2.6	65	17.9	454.7	44.1	1120.3	33.2	843.7	4.3	110	18.4	468	1.7	43

\* Standover height is based on using a 29 x 2.1" tire measuring 737mm in diameter  
\* Fork is not included. Fork length and rake listed is for an average 80mm travel 29" cross country style suspension fork with 15% sag which was used in the designation of the frame measurements  
\* Small frame uses the same seat tube length as the Medium frame (545mm/21.5" from center of BB to very top of seat tube). This could limit how low the seat will go. In most cases it will not cause a problem, but there will be less post showing than on most small size frames. To make sure you will not have a problem, on a current bike measure the distance from the center of the bottom bracket to the highest point on the seat post that will slide into the seat tube. This should be 21.5" or more

## MOTO RAPIDO



X-Small (14")	15.9	405	20.2	513.1	21.1	535	70°	73°	1.4	35	16.9	429	40.2	1021	28.9	733.6	3.7	95	17.4	441	1.5	39
Small (16")	18.0	456	21.3	540.7	22.2	565	71°	73°	1.4	35	16.9	429	41.0	1041.5	29.9	759.2	3.7	95	17.4	441	1.5	39
Medium (18")	20.0	507	22.2	563.8	23.0	585	71°	73°	1.4	35	16.9	429	41.8	1061.7	31.0	787.3	4.1	105	17.4	441	1.5	39
Large (20")	22.0	558	23.2	588.3	23.8	605	71°	73°	1.4	35	16.9	429	42.6	1082.4	32.3	820.7	4.9	125	17.4	441	1.5	39
X-Large (22")	24.0	608.8	24.2	614.6	24.6	625	71°	73°	1.4	35	16.9	429	43.4	1103.2	33.6	854.6	5.7	145	17.4	441	1.5	39

\* Standover height is measured from center of toptube to flat ground using 26 x 2.1" tire with diameter of 670mm  
\* Fork is not included. Fork length and rake listed is for an average 80mm travel cross country style suspension fork with 15% sag, which was used in the designation of the frame measurements

## EL SANTO



X-Small (14")	16.0	405.6	20.2	512.8	21.1	535	70°	73°	0.2	5	16.9	429	40.6	1032.5	29.6	751.1	3.7	95	18.1	461	1.5	39
Small (16")	18.0	456	21.3	540.8	22.2	565	71°	73°	0.2	5	16.9	429	41.4	1052.7	29.7	754.2	3.7	95	18.1	461	1.5	39
Medium (18")	20.0	507	22.0	559.9	23.0	585	71°	73°	0.2	5	16.9	429	42.2	1072.9	30.7	779.3	4.1	105	18.1	461	1.5	39
Large (20")	22.0	558	22.9	581.6	23.8	605	71°	73°	0.2	5	16.9	429	43.1	1093.9	32.0	813.4	4.9	125	18.1	461	1.5	39
X-Large (22")	23.9	608	23.8	605.5	24.6	625	71°	73°	0.2	5	16.9	429	43.9	1114.5	33.3	846.2	5.7	145	18.1	461	1.5	39

\* Standover height is measured from center of toptube to flat ground using 26 x 2.1" tire with diameter of 670mm  
\* Fork is not included. Fork length and rake listed is for an average 100mm travel suspension fork with 15% sag, which was used in the designation of the frame measurements

## ALA CARTE



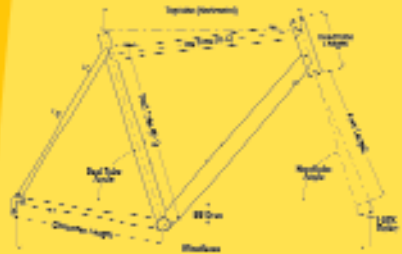
XX-Small (13.5")	15.2	386.4	19.6	498.6	20.4	518	70°	73°	1.4	35	17	432	39.6	1006.5	28.3	718.9	3.5	90.0	17.4	441	1.5	39
X-Small (15.5")	17.1	434.5	20.1	511.6	21.1	535	70°	73°	1.4	35	17	432	40.3	1023.8	28.4	722.5	3.5	90.0	17.4	441	1.5	39
Small (17")	18.7	473.8	21.3	540.1	22.2	563	71°	73°	1.4	35	17	432	41.0	1042.6	30.3	768.9	3.7	95.0	17.4	441	1.5	39
Medium (18.5")	20.0	507.9	21.9	556.3	22.7	576	71°	73°	1.4	35	17	432	41.6	1055.8	31.0	787.7	3.9	100.0	17.4	441	1.5	39
Large (19.5")	21.4	542.9	22.5	571.9	23.3	591	71°	73°	1.4	35	17	432	42.2	1071.8	32.2	818.7	5.1	130.0	17.4	441	1.5	39
X-Large (21")	22.9	582.1	23.4	594.6	24.0	610	71°	73°	1.4	35	17	432	43.0	1091.5	33.3	846.4	5.9	150.0	17.4	441	1.5	39

\* Standover height is measured from center of toptube to flat ground using 26 x 2.1" tire with diameter of 670mm  
\* Fork is included



Size**	Traditional Size Equivalent	ST (C-T) inches mm	TT (C-C) inches mm	TT (Horizontal) inches mm	HT Angle	ST Angle	BB Drop inches mm	CS Length inches mm	Wheelbase inches mm	Standover inches mm	HT Length inches mm	FK Length inches mm	FK Rake inches mm
44cm	47cm	17.3 440	19.7 500.1	20.3 515.4	71°	74.5°	2.7 68	16.7 425	39.0 991.5	29.2 741.7	3.3 85	15.4 390	1.8 45
47cm	50cm	18.5 470	20.3 514.6	20.9 530	71°	74.5°	2.7 68	16.7 425	39.3 997.8	30.1 763.8	4.3 110	15.4 390	1.8 45
49cm	52cm	19.3 490	20.6 524	21.3 540	71.5°	73°	2.6 65	16.7 425	39.4 1000.7	30.9 785.2	5.1 130	15.4 390	1.8 45
51cm	54cm	20.1 510	21.2 538.9	21.9 555	71.5°	73°	2.6 65	16.7 425	40.0 1016.2	31.7 804.5	5.9 150	15.4 390	1.8 45
53cm	56cm	20.9 530	21.8 552.8	22.4 570	71.5°	72.5°	2.6 65	16.7 425	40.4 1026.5	32.4 822.6	6.7 170	15.4 390	1.8 45
55cm	58cm	21.7 550	22.1 562.5	22.8 580	72°	72.5°	2.6 65	16.7 425	40.6 1031.7	33.2 842.8	7.5 190	15.4 390	1.8 45
57cm	60cm	22.4 570	22.7 577.5	23.4 595	72°	72°	2.6 65	16.7 425	41.0 1041.2	33.8 859.1	8.1 205	15.4 390	1.8 45
59cm	62cm	23.2 590	23.2 588.6	23.8 605	72°	72°	2.6 65	16.7 425	41.4 1051.2	34.5 875.7	8.7 220	15.4 390	108 45

\* Measured from center of toptube to flat ground using 700c x 32mm road tire measuring 696mm in diameter  
 \*\* This frame features a semi-sloping toptube. Add 3cm to the listed size for equivalent level toptube size frame. Or size frame by using TT (horizontal) which is more appropriate anyway.



CHILI CON CROSO

43cm	50cm	16.9 430	19.3 491.2	20.0 509	72.5°	74.5°	2.9 73	16.3 415	37.8 959.8	28.9 734.1	4.3 110	14.7 374	1.7 44
45cm	52cm	17.7 450	20.1 510.6	20.9 529.6	72.5°	74°	2.9 73	16.3 415	38.4 967.1	29.6 750.8	5.0 126	14.7 374	1.7 44
47cm	54cm	18.5 470	20.7 525.4	21.4 544.8	73°	74°	2.9 73	16.3 415	38.9 987.2	30.3 770	5.7 145	14.7 374	1.7 44
49cm	56cm	19.3 490	21.2 539.4	22.0 560	73°	73.5°	2.9 73	16.3 415	39.1 994.4	31.0 788	6.4 162	14.7 374	1.6 41
51cm	58cm	20.1 510	21.8 553.5	22.6 575.3	73.5°	73°	2.9 73	16.3 415	39.4 999.5	31.7 805.5	7.0 178	14.7 374	1.6 41
53cm	60cm	20.9 530	22.4 567.9	23.3 590.8	74°	72.5°	2.9 73	16.3 415	39.5 1004.2	32.4 823.2	7.7 195	14.7 374	1.6 41

\* Standover height is based on using a 700c x 23mm tire measuring 680mm in diameter  
 \*\* This frame features a sloping toptube. Add 7cm to the listed size for equivalent level toptube size frame. Or size frame by using TT (horizontal) which is more appropriate anyway.



PRIMERO

41cm	47cm	16.1 410	19.0 483.2	19.7 499.4	71.5°	75°	2.9 73	16.1 408	37.6 955.5	28.1 712.5	4.1 105	14.4 367	1.8 45
43cm	50cm	16.9 430	19.4 493.5	20.1 510	72.5°	74.5°	2.8 70	16.1 408	37.6 955.5	28.7 730	4.7 120	14.4 367	1.8 45
45cm	52cm	17.7 450	20.2 512	20.9 530	72.5°	74°	2.8 70	16.1 408	38.3 971.6	29.5 750.4	5.7 145	14.4 367	1.8 45
47cm	54cm	18.5 470	20.7 526.5	21.5 545	73°	74°	2.8 70	16.1 408	38.6 980.6	30.3 770.4	6.5 165	14.4 367	1.7 43
49cm	56cm	19.3 490	21.3 540.6	22.0 560	73°	73.5°	2.8 70	16.1 408	39.0 990.5	31.0 788.1	7.3 185	14.4 367	1.7 43
51cm	58cm	20.1 510	21.8 554.5	22.6 575	73.5°	73°	2.8 70	16.1 408	39.2 995.7	31.7 806.1	7.9 200	14.4 367	1.7 43
53cm	60cm	20.9 530	22.4 568.8	23.2 590	74°	72.5°	2.8 70	16.1 408	39.2 996.9	32.4 822.8	8.5 215	14.4 367	1.6 40
55cm	62cm	21.7 550	23.0 583.6	23.8 605	74°	72.5°	2.8 70	16.1 408	39.8 1011.4	33.1 842	9.3 235	14.4 367	1.6 40

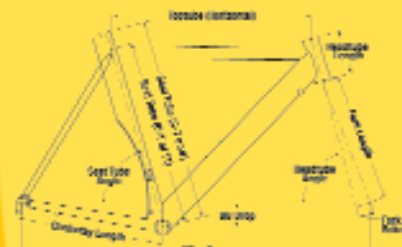
\* Standover height is based on using a 700c x 23mm tire measuring 680mm in diameter  
 \*\* This frame features a sloping toptube. Add 7cm to the listed size for equivalent level toptube size frame. Or size frame by using TT (horizontal) which is more appropriate anyway.



CAMPEON

Size	ST (C-T end) inches mm	ST (C-T of TT) inches mm	TT (C-C) inches mm	TT (Horizontal) Angle Angle	HT inches	ST mm	BB Drop inches mm	CS Length inches mm	Wheelbase inches mm	Standover inches mm	HT Length inches mm	FK Length inches mm	FK Rake inches mm
44cm	19.3 490	17.3 440	19.3 489.7	19.6 498.5	71.5°	75.5°	2.6 65	15.4 390	37.1 941.2	28.6 726.9	3.7 95	14.4 367	1.7 43
47cm	20.5 520	18.5 470	19.9 506.7	20.0 509.1	71.5°	75.5°	2.6 65	15.4 390	37.5 951.7	29.2 741.7	3.7 95	14.4 367	1.7 43
49cm	21.3 540	19.3 490	20.9 530	20.9 530	72°	75°	2.6 65	15.4 390	38.0 965	29.8 755.7	4.1 103	14.4 367	1.7 43
51cm	22.0 560	20.1 510	21.5 545	21.5 545	72.5°	75°	2.6 65	15.4 390	38.5 976.9	30.5 775.2	4.8 122	14.4 367	1.7 43
53cm	22.8 580	20.9 530	22.0 560	22.0 560	72.5°	75°	2.6 65	15.4 390	39.1 992.8	31.3 794.6	5.6 141	14.4 367	1.7 43
55cm	23.6 600	21.7 550	22.6 575	22.6 575	72.5°	75°	2.6 65	15.4 390	39.7 1008.7	32.0 813.7	6.4 163	14.4 367	1.7 43
57cm	24.4 620	22.4 570	23.2 590	23.2 590	72.5°	75°	2.6 65	15.4 390	40.3 1024.6	32.8 833	7.2 183	14.4 367	1.7 43
59cm	25.2 640	23.2 590	23.8 605	23.8 605	72.5°	75°	2.6 65	15.4 390	41.0 1040.6	33.6 852.3	8.0 203	14.4 367	1.7 43

\* Time Trial Frames are bigger than the called out size suggests by 3cm. For example a 53cm El GoGo is designed for a rider who would normally ride a 56cm Campeon. Or size frame by TT(horizontal) length which is a more accurate method  
 \* Standover height is based on using a 700c x 20mm tire that measures 679mm in diameter  
 \* ST(C-T end) is the length of the seat tube from the center of the bottom bracket to the very top



EL GOGO



# GEOMETRY CHARTS

## LA RAZA



## CASSEROLL



Size**	Traditional Size Equivalent	ST (C-T end) inches mm	TT (C-C) inches mm	TT (Horizontal) inches mm	HT Angle	ST Angle	BB Drop inches mm	CS Length inches mm	Wheelbase inches mm	Standover* inches mm	HT Length inches mm	FK Length** inches mm	FK Rake** inches mm
49cm		19.3 490	19.9 505.6	20.1 510	72.5°	74.5°	2.8 70	16.1 409	37.6 956.1	29.5 750.5	3.5 90	14.6 370	1.8 45
52cm		20.5 520	20.9 530	20.9 530	72.5°	74°	2.8 70	16.1 409	38.3 971.9	30.3 769.8	4.0 101.4	14.6 370	1.8 45
54cm		21.3 540	21.5 545	21.5 545	73°	74°	2.8 70	16.1 409	38.7 983.2	31.1 789.1	4.7 119.7	14.6 370	1.8 45
56cm		22.0 560	22.0 560	22.0 560	73°	73.5°	2.8 70	16.1 409	38.9 988.4	31.8 806.9	5.4 137	14.6 370	1.6 40
58cm		22.8 580	22.6 575	22.6 575	73.5°	73°	2.8 70	16.1 409	39.1 993.8	32.5 824.7	6.0 153.4	14.6 370	1.6 40
60cm		23.6 600	23.2 590	23.2 590	74°	72.5°	2.8 70	16.1 409	39.3 998.6	33.2 842.2	6.7 170	14.6 370	1.6 40

\* Measured from center of toptube to flat ground using 700c x 23mm road tire measuring 680mm in diameter

45cm	48cm	17.72 450	19.6 497.8	20.8 510	71.5°	75°	2.99 76	16.73 425	38.87 987.37	28.64 727.5	3.35 85	15.08 383	1.97 50
47cm	50cm	18.50 470	19.94 506.4	20.47 520	72°	74.5°	2.99 76	16.73 425	38.97 989.95	29.46 748.4	4.33 110	15.08 383	1.97 50
49cm	52cm	19.29 490	20.51 521	20.87 530	72°	74°	2.99 76	16.73 425	39.21 995.94	30.14 765.5	4.92 125	15.08 383	1.97 50
51cm	54cm	20.08 510	21.06 535	21.46 545	72.5°	73.5°	2.99 76	16.73 425	39.44 1001.89	30.89 784.5	5.71 145	15.08 383	1.97 50
53cm	56cm	20.87 530	21.64 549.7	22.05 560	72.5°	73.5°	2.99 76	16.73 425	39.86 1012.48	31.65 804	6.50 165	15.08 383	1.77 45
55cm	58cm	21.65 550	22.39 568.6	23.03 585	73°	73°	2.99 76	16.73 425	40.43 1026.97	32.40 823	7.28 185	15.08 383	1.77 45
57cm	60cm	22.44 570	23.00 584.3	23.62 600	73°	73°	2.99 76	16.73 425	41.02 1041.97	33.07 840	7.87 200	15.08 383	1.77 45
59cm	62cm	23.23 590	23.39 594.2	24.02 610	73.5°	72.5°	2.99 76	16.73 425	40.98 1040.96	33.72 856.4	8.46 215	15.08 383	1.77 45

\* Measured from center of toptube to flat ground using 700c x 23mm road tire measuring 680mm in diameter

\*\* This frame features a semi-sloping toptube. Add 3cm to the listed size for equivalent level toptube size frame. Or size frame by using TT (horizontal) which is more appropriate anyway.

## PRO SCANDIUM S.U.L.™ STEMS



### Mountain 1-1/8" Threadless • 25.4 Clamp

Angle	Stem Extension mm			
80°/100°	90	100	110	120
90°	90	100	110	120



### Road 1-1/8" Threadless • 26.0 Clamp

Angle	Stem Extension mm			
80°/100°	80	90	100	110 120
90°	80	90	100	110 120

### Road 1-1/8" Threadless • 31.8 Clamp

Angle	Stem Extension mm			
80°/100°		100	110	120
90°		100	110	120

## MOTO ACE™ S.U.L.™ ROAD STEMS



### Road 1-1/8" Threadless • 26.0 Clamp

Angle	Stem Extension mm						
90°	65	80	90	100	110	120	130
105°		80	90	100	110	120	130
115°		80	90	100	110	120	130

### Road 1-1/8" Threadless • 31.8 Clamp

Angle	Stem Extension mm						
90°	65	80	90	100	110	120	130
105°		80	90	100	110	120	130
115°		80	90	100	110	120	130

## CROMOTO S.U.L.™ STEMS



### Mountain 1-1/8" Threadless • 25.4 Clamp

Angle	Stem Extension mm			
90°	90	100	110	120
100°	90	100	110	120

### Road 1-1/8" Threadless • 26.0 Clamp

Angle	Stem Extension mm			
90°	90	100	110	120
105°	90	100	110	120



### Road 1" Quill • 26.0 Clamp

Angle	Stem Extension mm			
75°	90	100	110	120
90°	90	100	110	120
105°	90	100	110	120

## MOTO ACE™ S.U.L.™ MOUNTAIN STEMS



### Mountain 1-1/8" Threadless • 25.4 Clamp

Angle	Stem Extension mm				
90°	50	80	90	105	120 135
105°	50	80	90	105	120 135
130°		80	90	105	120 135



## RING DINGER GUARDS



### Chainring Guard • 6061-T6 Aluminum

Bolt Circle Diameter / Color	Maximum Teeth	Bolt #
110mm / Black Trials	36	5
104mm / Black Trials	36	4
94mm / Black Trials	36	5

## CHAINRING GUARDS



### Chainring Guard • 6061-T6 Aluminum

Bolt Circle Diameter / Color	Maximum Teeth	Bolt #
110mm / Black Trials	36	5
104mm / Black Trials	32	4
104mm / Black Trials	36	4
104mm / Black	44	4
94mm / Black Trials	32	5
94mm / Black Trials	36	5
94mm / Black	44	5

## CROSSING GUARDS



### Cross Chainring Guard • 5-Bolt • 6061-T6 Aluminum

Bolt Circle Diameter / Color	Maximum Teeth	Bolt #
110mm / Black	44	5
130mm / Black	44	5

## TRACK RINGS



### Track Chainring • 5-Bolt • 7075-T6 Aluminum

Bolt Circle Diameter / Color	Teeth			
144mm / Silver	47	48	49	50

## CHAINRINGS



### Chainring • 5-9 Speed Compatible • 7075-T6 Aluminum

Bolt Circle Diameter / Color	Teeth							
74mm / Silver	24	26	28	30	32			
74mm / Black	24	26	28					
110mm / Silver	34	36	38	39	40	42	44	46
110mm / Silver	48	50	52	53	54			
110mm / Black	34	36	38	46	48			
56/58mm / Silver	20	22	24					
56/58mm / Black	20	22						
94mm / Silver	30	32	34	36	42	44	46	
94mm / Black	32	34	42	44	46			
64mm / Black	22	24						
104mm / Black	32	34	36	42	44	46	48	
130mm / Silver	38	39	40	42	45	48	50	52
130mm / Silver	53	54	56					
135mm / Silver	39	42	45	52	53			
144mm / Silver	42	53						

## SHAFT™ SEATPOST



### Seatpost • 7075-T6 Aluminum

Length mm	Diameter mm	
250	27.2	31.6
350	27.2	31.6
410	27.2	31.6

## TUBES



### Road Tubes • Butyl with .73mm walls

Tube Size	Valve Size & Type	
20 x 1-1/8"	34mm PV	60mm PV
24 x 1-1/8"	34mm PV	60mm PV
650c x 18–23mm	34mm PV	48mm PV
700c x 18–23mm	34mm PV	48mm PV
700c x 23–25mm	34mm PV	48mm PV
700c x 28–32mm	34mm PV	48mm PV
700c x 35–43mm	34mm PV	48mm PV

### Mountain Tubes • Butyl with .73mm walls

Tube Size	Valve Size & Type	
26 x 1–1.25"	34mm PV	60mm PV
26 x 1.5–1.75"	34mm PV	60mm PV
26 x 1.9–2.125"	34mm PV	60mm PV
26 x 1.5–1.75"	Threaded Steel SV	
26 x 1.9–2.125"	Threaded Steel SV	
29 x 1.9–2.3"	34mm PV	

### Heavy Duty/BMX/Mountain • Thickness 2.25mm

Tube Size	Valve Size & Type
20 x 1.75–2.125"	SV
20 x 2.25"	SV
26 x 2.3–2.7"	SV

### Freeride/Light Duty Downhill • Thickness 1.2mm

Tube Size	Valve Size & Type
26 x 2.3–2.75"	SV
26 x 2.3–2.7"	34mm PV



**Bikes Belong**  
COALITION



ONLY IN MOUNTAIN BIKE ASSOCIATION ARE THERE NO LIMITS TO YOUR ADVENTURE

You wanna dance, you gotta pay the band.

Salsa is proud to support both the Bikes Belong Coalition and the International Mountain Bike Association (IMBA). These two organizations are putting cycling's best foot forward and working for the benefit of us all. Check out their websites for more information.

Bikes Belong Coalition is a membership organization founded by bicycle industry leaders with the mission of "putting more people on bikes more often." [www.bikesbelong.org](http://www.bikesbelong.org)

IMBA creates, enhances and preserves trail opportunities for mountain bikers worldwide. [www.imba.com](http://www.imba.com)





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