



WELCOME TO S-WORKS.

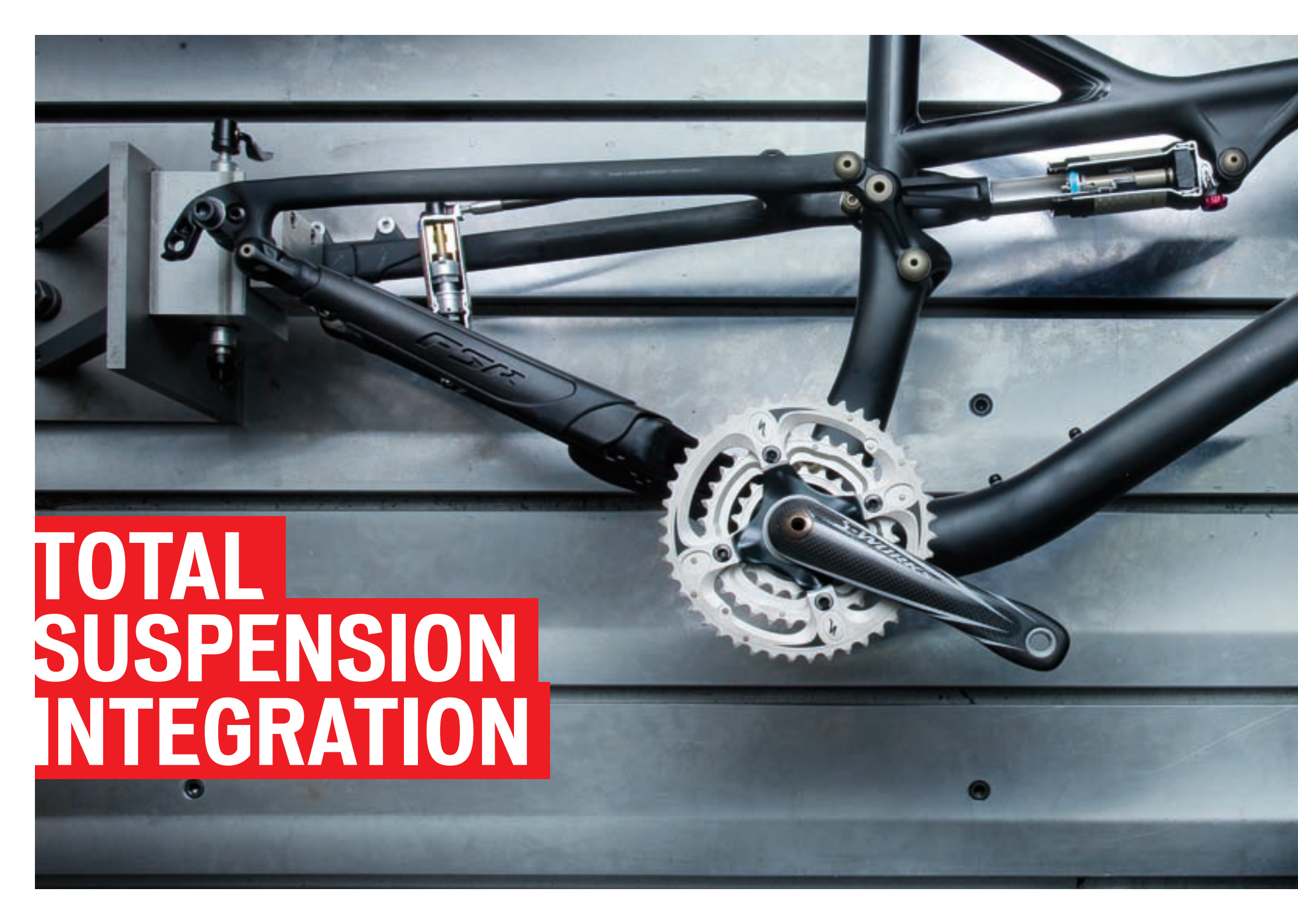
THE BEST OF THE BEST
BIKES AND EQUIPMENT WE
CREATE. DEVELOPED AND
TESTED WITH THE WORLD'S
BEST ATHLETES. RIDDEN AT
THE WORLD'S TOUGHEST
RACES. TRUSTED FOR OVER
15 YEARS.



S-WORKS 2010



Burry Stander winning U23 XC world championship aboard the SW Epic.

A black mountain bike frame is shown in a workshop setting, resting on a metal workbench. The frame features a full suspension system with a front fork and a rear shock absorber. The front fork has 'FSR' branding. The rear shock absorber is also visible. The bike's drivetrain, including the crankset and chainrings, is partially visible. The background is a plain, light-colored wall.

TOTAL SUSPENSION INTEGRATION



“During my three decades in suspension development, I’ve worked with the best motocross and mountain bike teams in the world, but I’ve never seen an R&D powerhouse like what we’ve assembled at Specialized. We attack the whole bike, from chassis to fork to rear shock, and tune everything to work together for one purpose. It’s through this holistic approach to development, which we call Total Suspension Integration, or TSI, that we craft the best possible bikes for specific types of riding.”

- MIKE “MICK” MCANDREWS, SPECIALIZED DIRECTOR OF SUSPENSION TECHNOLOGY

OPTIMIZED BUMP FORCE MANAGEMENT

FSR linkage, front and rear spring rates and damping curves are created and tuned together for totally balanced and optimized performance where the rubber meets the dirt. This integrated development of all suspension components maximizes control and traction.

BRAIN TECHNOLOGY: IT KNOWS

Pioneered by Specialized, Brain technology knows the difference between rider forces and bump forces. Our Future Shock forks and rear shocks, co-developed and manufactured by FOX Racing Shox, use Brain technology to immediately transition from firmly efficient in smooth terrain to fully active in rough terrain, boosting both efficiency and control.

FACT CARBON FRAMES

By using our high modulus FACT carbon in combination with one of three proprietary monocoque manufacturing methods, we optimize the shape of each tube for the perfect blend of strength, stiffness and weight. We also carefully refine the geometry of each bike to best serve the rider’s intended experience—from a stance tuned for Competitive XC to XC Trail or All Mountain. Moreover, because we control the frame and fork interface, we can pioneer features like tapered steerer tubes and bearing/down tube alignment to minimize weight and maximize stiffness.

“WE ATTACK THE WHOLE BIKE, FROM CHASSIS TO FORK TO REAR SHOCK, AND TUNE EVERYTHING TO WORK TOGETHER FOR ONE PURPOSE.”

- MIKE “MICK” MCANDREWS, SPECIALIZED DIRECTOR OF SUSPENSION TECHNOLOGY

FSR=
COMFORT +
CONTROL +
EFFICIENCY





XC World Champion Christoph Sauser, Specialized Suspension Engineer Jan Talavasek and Jörg Schüller analyzing the efficiency and control of FSR Suspension, April '09.

Here's what FSR delivers out on the trail:

BEST TRACTION = CONTROL

Maximum traction means greater control. Because FSR suspension is independent of brake and chain loads, the rear wheel is always free to compress and rebound in an uninhibited way. This active suspension keeps the tire on the ground a greater percentage of the time, which means more control on the trail.

FULLY ACTIVE UNDER BRAKING = CONTROL

Because the brake caliper is affixed to the 'floating' seatstay—effectively neutralizing braking forces—FSR suspension is decoupled from braking loads. This means you get control-enhancing active suspension when you need it most—when you're on the brakes.

FULLY ACTIVE UNDER PEDALING = CONTROL, COMFORT AND EFFICIENCY

FSR pivot location is honed to decouple chain torque from rear suspension motion. This means your suspension is free to compress and rebound the same way whether you are coasting or pedaling. The result? More control because the suspension can react to bumps and dips, more comfort because the suspension can absorb bump forces (instead of your body) and more efficiency because you ride through obstacles rather than into and over them, which robs valuable momentum.

MOST NEUTRAL PEDALING = EFFICIENCY

The decoupling of chain and brake loads also delivers a neutral pedaling bike, which means that rear suspension motion does not affect pedal stroke, so you are free to be the most efficient, smooth-spinning motor you can be.

OPTIMIZED LINKAGE RATES = CONTROL

By optimizing the location of FSR's four pivots and four bars, our engineers can tune linkage rates for small bump sensitivity, a full range of travel without premature bottom out under big impacts and totally balanced front and rear suspension characteristics.

MAXIMUM DURABILITY = RELIABILITY

Because the FSR system utilizes multiple pivots, we spread our suspension loads and wear across many sealed bearings. This means your FSR will run smooth and maintenance free much longer than designs with fewer or more highly leveraged pivot configurations.

WE PIONEERED ACTIVE, INDEPENDENT SUSPENSION OVER 15 YEARS AGO AND HAVE BEEN REFINING IT EVER SINCE. FOUND ON EVERY FULL SUSPENSION BIKE WE CREATE, OUR FSR® TECHNOLOGY DELIVERS MORE COMFORT, CONTROL AND EFFICIENCY THAN ANY OTHER SYSTEM BY EFFECTIVELY DECOUPLING CHAIN AND BRAKE LOADS FROM REAR SUSPENSION.

“The Epic descends like a jumbo jet landing, flows over obstacles like a speed boat on the sea and climbs like a fighter jet taking off!”

-CHRISTOPH SAUSER, SPECIALIZED FACTORY RACING

WINS

2009 U23 World Championships

2009 XTerra Cup Series

2009 Sea Otter XC

2009 Pro XCT Team Classification

2008 XC World Championship

Bicycling Magazine Editor's Choice Award,
Best Performance XC Mountain Bike

Bike Magazine Germany's Most Innovative Bike Award

REVIEWS

“The headline is that the 2010 Epic is a better bike than we've ever seen.”

- COVER HEADLINE, WHAT MOUNTAIN BIKE MAGAZINE

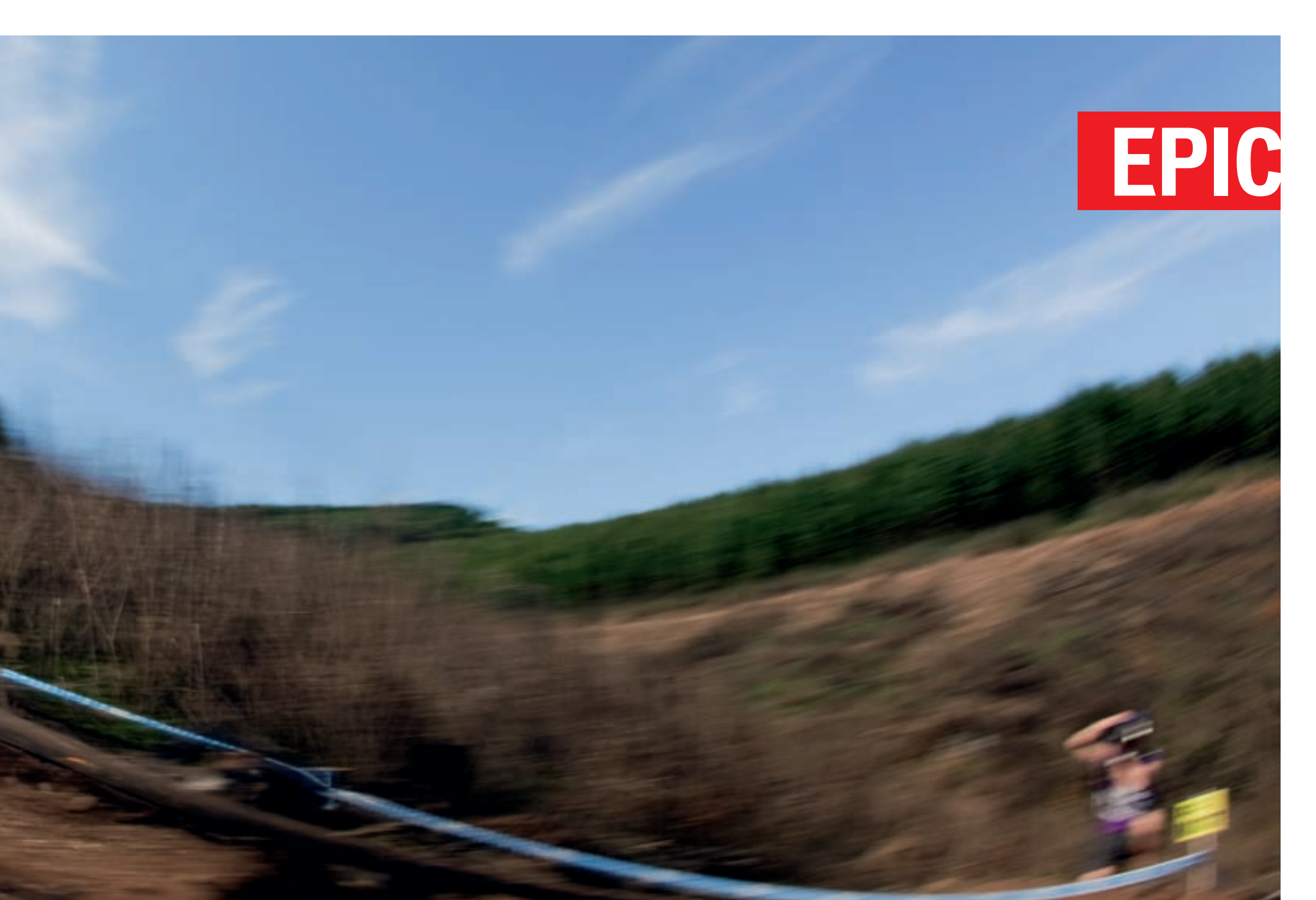
“No pedal stroke is wasted on the climbs and no extra energy is needed to control the bike on descents thanks to an incredibly stiff front triangle, nearly perfect suspension and flawless handling.”

- BICYCLING MAGAZINE

WHEN YOU'RE A WORLD CHAMPION CROSS-COUNTRY RIDER AND SELF-PROCLAIMED TECH GEEK, NOT JUST ANY BIKE WILL SUFFICE. THAT'S WHY CHRISTOPH SAUSER ONLY TRUSTS HIS LEGS AND RACE RESULTS TO THE S-WORKS EPIC WITH BRAIN TECHNOLOGY. STILL THE ONLY FULL SUSPENSION BIKE TO WIN AN XC WORLD CHAMPIONSHIP.



EPIC



Christoph Sauser at the first World Cup in season 2009 on his new S-Works Epic.

EPIC

ULTRA LOW TOTAL BIKE WEIGHT

At just 21.5 pounds, the Epic is one of the lightest and most efficient cross-country race bikes and the only full suspension bike to win an XC World Championship.

MINI BRAIN

The Specialized pioneered, FOX-made Mini Brain damper senses the terrain and allows the AFR rear shock to transition from firm to fully active suspension settings, giving the rider greater efficiency and control. It's called 'Mini' because of its lightweight spring and gram-shaving design.

E100 FORK

The 100mm-travel Specialized Future Shock E100 fork delivers maximum efficiency for XC riders and racers. Features include Brain Fade compression adjustment, 'Buddy System' spring and damper placement (which puts both in one leg to reduce weight) and a tapered carbon steerer for greater front-end stiffness.

S-WORKS FACT CARBON CRANK

Integrated with an oversized bottom bracket, our proprietary MTB carbon crank with ceramic bearings boasts a leading stiffness-to-weight ratio and features the new SRAM XX 10-speed rear derailleur.



S-WORKS EPIC

Color: Natural Carbon/Red



S-WORKS EPIC FRAME // FRAME/FORK

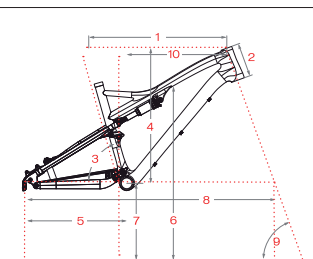
Colors: Team Red/White (front) and Natural Carbon/Red (back)

Frame includes rear shock and seatpost

Frame/Fork: Includes Specialized Future Shock E100 fork

GEOS

SIZE	S	M	L	XL
SEAT TUBE LENGTH - C to T (mm)	394	444	483	533
TOP TUBE LENGTH (Horizontal) (mm)*	554	589	615	641
TOP TUBE LENGTH (Actual) (mm)**	547	580	603	633
CHAINSTAY LENGTH (mm)	425	425	425	425
BB HEIGHT - Low Setting (mm)	331	331	331	331
ST ANGLE (Actual) - Low Setting (°)	74°	74°	74°	74°
HEAD TUBE ANGLE - Low Setting (°)	70°	70°	70°	70°
WHEEL BASE (mm)	1061	1098	1126	1153
STANDOVER HEIGHT (mm)	726	747	757	775
HEAD TUBE HEIGHT (mm)	126	144	154	164
HANDLEBAR WIDTH (mm)	660	660	660	660
STEM LENGTH (mm)	75	90	105	105
CRANK LENGTH (mm)	170	175	175	175
SEATPOST LENGTH (mm)	300	350	400	400
STACK (mm)	547	567	585	604
REACH (mm)	400	429	450	470
GROUND-TOP (mm)	678	698	716	735



1. Top Tube Length, (Hor.) (mm)*
2. Head Tube Height (mm)
3. Seat Tube Angle
4. Seat Tube Length C-T (mm)
5. Chainstay Length (mm)
6. Standover Height (mm)
7. Bottom Bracket Height Low (mm)
8. Wheelbase (mm)
9. Head Tube Angle Low (°)
10. BB to top of HT, Hor. (Reach)

* TT IS MEASURED HORIZONTALLY FROM CENTER OF HT TO CENTER OF ST
 ** ACTUAL, MEASURED ALONG THE LENGTH OF THE TUBE

SEE COMPLETE SPECS IN THE BACK OF THE BOOK.

STUMPJUMPER FSR



Ned Overend, legend of Mountainbiking, testing the new Enduro in Switzerland, April 2009.



“We have access to a lot of mountain bikes at Specialized. I’m usually more of an All Mountain rider, but if there’s one bike I will keep coming back to, it’s the new Stumpjumper FSR. The Stumpy’s always been a great climber and sweet singletrack bike, but the new, more capable version is just so much more fun to ride than the last. It’s a ripper.”

- BRANDON SLOAN, SPECIALIZED MOUNTAIN BIKE PRODUCT MANAGER

REVIEWS

“We tried hard to find something about the bike we didn’t like, but the reality is that the bike is so genuinely sorted out...we simply couldn’t find any holes in the Stumpjumper’s all-new armour to pick at.”

“It took our breath away with its incredible appetite for any and every type of terrain—smooth or bumpy, up or down, twisty tech or flat-out fast.”

- JUSTIN LORETZ, WHAT MOUNTAIN BIKE MAGAZINE

NED OVEREND MAY BE KNOWN FOR HIS XC RACING DAYS, BUT THAT HASN’T STOPPED HIS LOVE AFFAIR WITH THE TRAIL-BRED S-WORKS STUMPJUMPER FSR. NOW LIGHTER AND MORE CAPABLE THAN EVER BEFORE, THE STUMPY IS AS VERSATILE AND LEGENDARY AS NED HIMSELF.



[B]



S-WORKS STUMPJUMPER FSR
Color: Natural Carbon/Charcoal

STUMPJUMPER FSR

BETTER CLIMBER, BETTER DESCENDER

Thanks to its ultra lightweight FACT IS 10m carbon frame with hollow dropouts, tapered carbon steerer tube and bigger 140mm travel, the new Stumpjumper FSR is lighter, stiffer and more capable than last year's version—making it a better climber and better descender than ever before.

ADJUSTABLE-TRAVEL S140 FORK [A]

The Specialized S140TA fork gives trail riders an adjustable 115mm to 140mm of smooth-flowing, highly tunable travel. Features include Brain Fade compression adjustment, an externally tunable air cartridge and a 1.125"-1.5" tapered carbon steerer for greater front-end stiffness.

TRAIL-TUNED BRAIN [B]

The Specialized pioneered, FOX-made Brain damper senses changes in the trail and allows the AFR rear shock to instantaneously transition from firm in smooth terrain to fully active in rough terrain, giving the rider greater efficiency and control.

S-WORKS FACT CARBON CRANK

Integrated with an oversized bottom bracket, our proprietary MTB carbon crank with ceramic bearings boasts a leading stiffness-to-weight ratio and features the new SRAM XX 10-speed rear derailleur.



[A]



S-WORKS STUMPJUMPER FSR FRAME // FRAME/FORK

Color: Natural Carbon/Charcoal

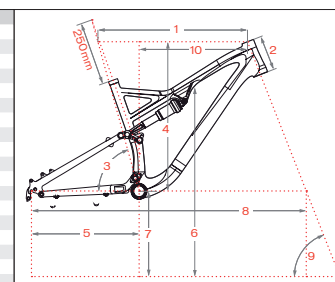
Frame includes front derailleur, rear shock and seatpost

Frame/Fork: Includes SpecializedFuture Shock S140 Fork



GEOS

SIZE	S	M	L	XL
SEAT TUBE LENGTH - C to T (mm)	406	445	483	533
TOP TUBE LENGTH (Horizontal) (mm)*	556	587	617	642
TOP TUBE LENGTH (Actual) (mm)**	523	555	583	608
CHAINSTAY LENGTH (mm)	420	420	420	420
BB HEIGHT - Low Setting (mm)	335	335	335	335
ST ANGLE (Actual) - Low Setting (°)	70.5°	70.5°	70.5°	70.5°
ST ANGLE (Effective) - Low Setting (°)	74.5°	74.5°	74.5°	74.5°
HEAD TUBE ANGLE - Low Setting (°)	68.5°	68.5°	68.5°	68.5°
WHEEL BASE (mm)	1083	1116	1147	1173
STANDOVER HEIGHT (mm)	737	743	753	771
HEAD TUBE HEIGHT (mm)	118	138	148	158
HANDLEBAR WIDTH (mm)	660	660	660	660
STEM LENGTH (mm)	60	75	90	105
CRANK LENGTH (mm)	170	175	175	175
SEATPOST LENGTH (mm)	350	350	400	400
STACK (mm)	565	584	594	603
REACH (mm)	398	424	452	474
GROUND-TO-TOP (mm)	900	919	929	938



1. Top Tube Length, (Hor.) (mm)*
2. Head Tube Height (mm)
3. Seat Tube Angle
4. Seat Tube Length C-T (mm)
5. Chainstay Length (mm)
6. Standover Height (mm)
7. Bottom Bracket Height Low (mm)
8. Wheelbase (mm)
9. Head Tube Angle Low (°)
10. BB to top of HT, Hor. (Reach)

* TT IS MEASURED HORIZONTALLY FROM CENTER OF HT TO CENTER OF ST
 ** ACTUAL, MEASURED ALONG THE LENGTH OF THE TUBE

SEE COMPLETE SPECS IN THE BACK OF THE BOOK.

“There’s this trail in B.C. that I just got to ride for the first time. It’s gnarly—one you would usually choose to ride with a DH bike. I totally forgot I was on a bike I had pedaled to the top. I was airing a rock section into a really steep pitch when I remembered and started laughing to myself. It’s really easy to shred on the Enduro. Up or down.”

- MATT HUNTER, PROFESSIONAL FREERIDER

REVIEWS

“In their bid to capture that true ‘all-mountain’ ethos, Specialized engineers have pushed the limits of the category so hard, they may have just redefined them.”

“Looking at the Enduro as a total package—one that starts with a remarkable carbon chassis and ends in design details like the ingenious ISCG adapter—it’s safe to say that the bike is an unmistakable accomplishment.”

- CHRIS LESSER, BIKE MAGAZINE

MATT HUNTER ISN'T NEW TO OUR BIKES OR TO RIDING BIG, BURLY TRAILS, SO HE JUMPED AT THE CHANCE TO TEST OUT THE ALL-NEW S-WORKS ENDURO SL ON THE NORTH SHORE IN B.C. THE TAKE AWAY? A TOTALLY DIALED ALL-MOUNTAIN BIKE WITH THE CLIMB-ABILITY AND RIP-ABILITY TO OWN THE WHOLE MOUNTAIN.



ENDURO SL





S-WORKS ENDURO SL
Color: Natural Carbon/White

ENDURO SL

X-WING FACT IS CARBON FRAME

The new X-Wing FACT IS carbon frame is 27% stiffer than last year's version and nearly a pound lighter, with 160mm of travel front and rear and a removable ISCG mount. Its beefy chainstays and dropouts boost rear-end stiffness.

FOX RP23 REAR SHOCK [A]

Custom made for the Enduro, the 160mm-travel FOX RP23 rear shock features 3-position ProPedal adjustment for tunability on climbs and descents and position-sensitive Boost Valve damping for better square edge hit performance.

ADJUSTABLE-TRAVEL E160 FORK [B]

The Specialized-designed Future Shock E160TA fork features 135-160mm of adjustable travel for dialed climbing and descending, with a stiff, tapered carbon steerer (1.125"-1.5") that helps direct forces into the tough front triangle.

REMOTE-ADJUST COMMAND POST [C]

The Specialized Command Post seatpost automatically switches between three saddle height positions with the simple click of a handlebar-mounted lever—Power position (full height) for climbs, Cruiser position (35mm below full height) for undulating terrain and Descend position (100mm below full height) for technical downhill.



[B]



S-WORKS ENDURO SL FRAME // FRAME/FORK

Color: Natural Carbon/White

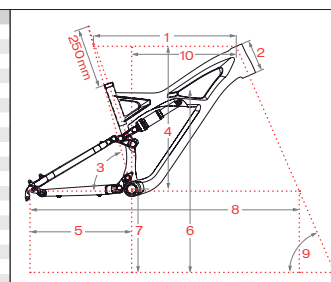
Frame includes rear shock and Command Post

Frame/Fork: Includes SpecializedFuture Shock E160TA Fork

WWW.SPECIALIZED.COM

GEOS

SIZE	S	M	L	XL
SEAT TUBE LENGTH - C to T (mm)	420	444	467	520
TOP TUBE LENGTH (Horizontal) (mm)*	560	590	620	645
TOP TUBE LENGTH (Actual) (mm)**	532	562	589	615
CHAINSTAY LENGTH (mm)	419	419	419	419
BB HEIGHT - Low Setting (mm)	350	350	350	350
ST ANGLE (Actual) - Low Setting (°)	69.5°	69.5°	69.5°	69.5°
ST ANGLE (Effective) - Low Setting (°)	75°	75°	75°	75°
HEAD TUBE ANGLE - Low Setting (°)	66.5°	66.5°	66.5°	66.5°
WHEEL BASE (mm)	1120	1151	1165	1213
STANDOVER HEIGHT (mm)	756	761	773	801
HEAD TUBE HEIGHT (mm)	100	110	130	150
HANDLEBAR WIDTH (mm)	680	680	680	680
STEM LENGTH (mm)	60	60	75	90
CRANK LENGTH (mm)	170	175	175	175
SEATPOST LENGTH (mm)	380	380	380	380
STACK (mm)	577	587	605	623
REACH (mm)	404	431	457	477
GROUND-TOP (mm)	927	937	955	973



1. Top Tube Length, (Hor.) (mm)*
2. Head Tube Height (mm)
3. Seat Tube Angle
4. Seat Tube Length C-T (mm)
5. Chainstay Length (mm)
6. Standover Height (mm)
7. Bottom Bracket Height Low (mm)
8. Wheelbase (mm)
9. Head Tube Angle Low (°)
10. BB to top of HT, Hor. (Reach)

* TT IS MEASURED HORIZONTALLY FROM CENTER OF HT TO CENTER OF ST
 ** ACTUAL, MEASURED ALONG THE LENGTH OF THE TUBE

SEE COMPLETE SPECS IN THE BACK OF THE BOOK.

“I have finished on the podium in quite a few short track races, but rarely on the top step. This year, racing the Specialized 29er, I won half of them. The bike is so fast on smooth to moderately rough trail that it almost seems unfair to ride it.”

- TODD WELLS, SPECIALIZED FACTORY RACING

WINS

2009 Sea Otter Short Track

2009 Leadville Trail 100

REVIEWS

“...The most technologically advanced cross-country hardtail race bike that we have ever had the pleasure of throwing a leg over.”

“This bike doesn’t accelerate as much as it explodes.”

- MBACKTION.COM

S-WORKS STUMPJUMPER HT 29ER

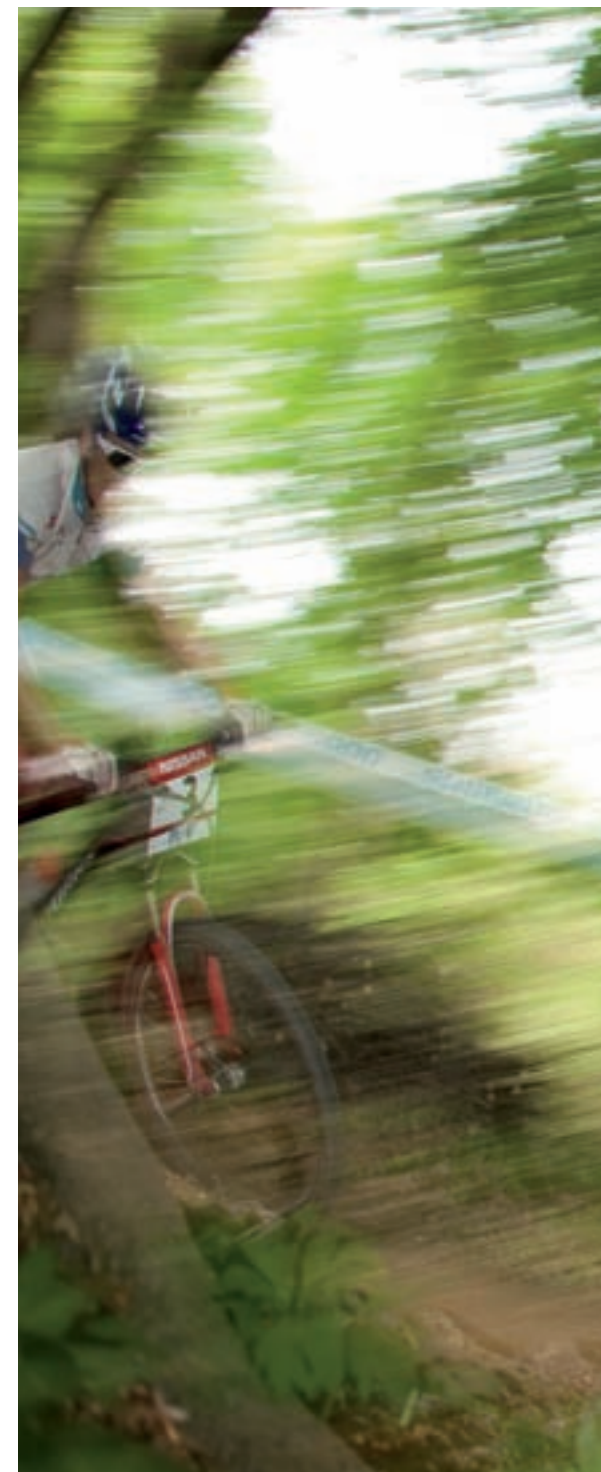
Color: Natural Carbon

Custom SBC/RockShox Reba S29 29"-specific fork

Roval Control El 29" wheels



THE SEA OTTER SHORT TRACK RACE WAS THE VERY FIRST TIME TODD WELLS GOT TO RIDE THE NEW STUMPJUMPER 29ER. NO MATTER. HE WALKED AWAY WITH A WIN ON HIS FIRST SHOT. WHETHER YOU CHALK IT UP TO THE RIDER OR THE BIKE OR BOTH, ONE THING'S FOR SURE, THIS BIKE IS PURE, UNADULTERATED CROSS-COUNTRY SPEED.



STUMPJUMPER HT



SHIMANO SHIMANO SHIMANO



STUMPJUMPER HT



S-WORKS STUMPJUMPER HT

Color: Natural Carbon
Specialized Future Shock S90 fork with
Brain Fade adjust
Roval Control SL wheels

ULTRA LOW TOTAL BIKE WEIGHT

Carefully shaped tubing, advanced FACT 10m carbon and conscientious components cut bike weights to the bare minimum for all of our S-Works Stumpjumper: 26" = sub 19 lbs., 29" = sub 21 lbs.

29"-SPECIFIC GEOMETRY

Keeping with the signature low CG (center of gravity) and short wheelbase our 26" bikes, we've optimized the angles and fork offset of our Stumpy 29er to deliver 26"-like handling, despite its larger wheels.

S29 OR S90 FORK [A]

Whether it's the custom SBC/RockShox Reba S29 fork on the 29er or the Specialized Future Shock S90 fork with Brain Fade on the 26", each fork offers 90mm of smooth, tunable travel with a tapered carbon steerer tube for greater front-end stiffness.

S-WORKS FACT CARBON CRANK [B]

Integrated with an oversized bottom bracket, our proprietary MTB FACT carbon crank with ceramic bearings boasts a leading stiffness-to-weight ratio. Comes with custom 26/39 SRAM double rings and the new SRAM XX 10-speed rear derailleur.



[A]



WWW.SPECIALIZED.COM

S-WORKS STUMPJUMPER HT FRAME // FRAME/FORK

Colors: Team Red/White (front) and Natural Carbon (back)

Frame includes seatpost

Frame/Fork: Includes Specialized Future Shock S90 fork with Brain Fade adjust



S-WORKS STUMPJUMPER HT M5 FRAME

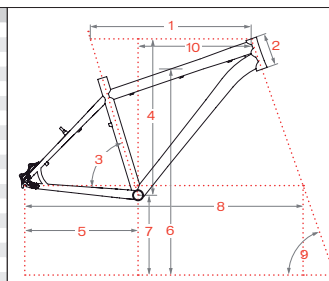
Color: Red

Includes frame and seatpost

GEOS

	SW SJ HT CARBON					SW SJ HT 29 CARBON					SW SJ HT				
SIZE	15.5	17	18	19	21	17.5	19	21	17.5	17.5	19	21			
SEAT TUBE LENGTH - C to T (mm)	394	432	457	483	533	445	483	533	394	445	483	533			
TOP TUBE LENGTH (Horizontal) (mm)*	555	585	600	615	640	592	615	640	555	590	615	640			
TOP TUBE LENGTH (Actual) (mm)**	534	561	574	590	617	565	590	614	538	567	590	614			
CHAINSTAY LENGTH (mm)	424	424	424	424	424	436	436	436	424	424	424	424			
BB HEIGHT - Low Setting (mm)	301	301	301	301	301	304	304	304	304	304	304	304			
ST ANGLE (Actual) - Low Setting (°)	73°	73°	73°	73°	73°	72°	72°	72°	73°	73°	73°	73°			
ST ANGLE (Effective) - Low Setting (°)	--	--	--	--	--	73.5°	73.5°	73.5°	--	--	--	--			
HEAD TUBE ANGLE - Low Setting (°)	71°	71°	71°	71°	71°	71.5°	71.5°	71.5°	70.5°	70.5°	70.5°	70.5°			
WHEEL BASE (mm)	1028	1058	1073	1089	1115	1074	1106	1132	1034	1070	1096	1122			
STANDOVER HEIGHT (mm)	761	782	793	810	843	780	818	855	741	780	811	846			
HEAD TUBE HEIGHT (mm)	125	135	135	145	165	110	120	130	120	140	160	180			
HANDLEBAR WIDTH (mm)	600	600	600	600	600	600	600	600	660	660	660	660			
STEM LENGTH (mm)	75	90	90	105	105	90	105	105	75	90	105	105			
CRANK LENGTH (mm)	170	175	175	175	175	175	175	175	170	175	175	175			
SEATPOST LENGTH (mm)	300	350	350	400	400	--	--	--	350	350	400	400			
STACK (mm)	579	589	589	598	617	621	631	641	574	592	611	630			
REACH (mm)	378	405	420	432	451	408	433	456	380	409	428	447			
GROUND-TOP (mm)	880	890	890	899	918	925	935	945	878	896	915	934			

SEE COMPLETE SPECS IN THE BACK OF THE BOOK.



1. Top Tube Length, (Hor.) (mm)*
2. Head Tube Height (mm)
3. Seat Tube Angle
4. Seat Tube Length C-T (mm)
5. Chainstay Length (mm)
6. Standover Height (mm)
7. Bottom Bracket Height Low (mm)
8. Wheelbase (mm)
9. Head Tube Angle Low (°)
10. BB to top of HT, Hor. (Reach)

* TT IS MEASURED HORIZONTALLY FROM CENTER OF HT TO CENTER OF ST
 ** ACTUAL, MEASURED ALONG THE LENGTH OF THE TUBE

“I won the first World Cup of my career on my S-Works Era. I can’t even describe how I felt crossing the finish line as the first woman. The Era was awesome both uphill and in the technical sections; I was floating over all the roots and rocks. I know I made up a lot of time over the course thanks to my superior equipment.”

- LENE BYBERG, SPECIALIZED FACTORY RACING

WINS

2009 XC World Cup #6; Bromont, Canada

3X Winner 24-Hour Solo World Championships

REVIEWS

“The Era is easily the sweetest freakin’ bike I’ve ever ridden. I’ve been doing some epic days on it, and it’s just killer. Love, love, love it.”

- SELENE YEAGAR, CONTRIBUTOR TO BICYCLING MAGAZINE

“This is a woman’s bike that pulls no punches.”

- MIKE CUSHIONBURY, BICYCLING MAGAZINE

“The Era is a capable descender that truly shines on the climbs...If you’re a female racer searching for a bike specially built to meet your competition needs, the Era is the bike you’ve been waiting for.”

- MOUNTAIN BIKE ACTION

VICTORY SALUTE! FUELED BY HER EFFICIENT, PERFORMANCE-OPTIMIZED S-WORKS ERA, LENE BYBERG BATTLED SOME OF THE WORLD’S FASTEST CROSS-COUNTRY RACERS THROUGH A TECHNICAL AND HILLY CANADIAN COURSE TO ULTIMATELY WIN HER VERY FIRST XC WORLD CUP.



ERA



ERA

FACT IS CARBON CONSTRUCTION

Using our most advanced carbon construction method and custom women's tubing dimensions, we make the S-Works Era ultra lightweight and ultra stiff for beyond-efficient XC performance.

WOMEN'S GEOMETRY

We blend anatomically proportional fork and frame angles, the lowest possible standover height and Specialized signature low CG (center of gravity) to create female-optimized steering precision and confident, responsive handling.

TUNED SUSPENSION

The Specialized pioneered, FOX-made Mini Brain shock and Specialized Future Shock E100 fork on the Era feature women's tuned rebound and compression rates for maximum efficiency, light weight and small bump compliance.

S-WORKS FACT CARBON CRANK

Integrated with an oversized bottom bracket, our proprietary MTB carbon crank boasts a leading stiffness-to-weight ratio and features the new SRAM XX 10-speed rear derailleur.

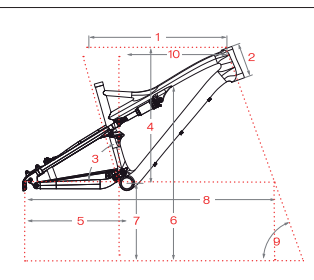


S-WORKS ERA
Color: White/Carbon



GEOS

SIZE	S	M	L
SEAT TUBE LENGTH - C to T (mm)	394	432	470
TOP TUBE LENGTH (Horizontal) (mm)*	540	565	595
TOP TUBE LENGTH (Actual) (mm)**	522	545	570
CHAINSTAY LENGTH (mm)	425	425	425
BB HEIGHT - Low Setting (mm)	331	331	331
ST ANGLE (Actual) - Low Setting (°)	74.2°	74.2°	74.2°
HEAD TUBE ANGLE - Low Setting (°)	70°	70°	70°
WHEEL BASE (mm)	1049	1076	1107
STANDOVER HEIGHT (mm)	704	721	729
HEAD TUBE HEIGHT (mm)	125	143	154
HANDLEBAR WIDTH (mm)	640	640	640
STEM LENGTH (mm)	75	75	90
CRANK LENGTH (mm)	170	170	175
SEATPOST LENGTH (mm)	350	350	350
STACK (mm)	548	566	575
REACH (mm)	386	405	433
GROUND-TOP (mm)	879	897	906



1. Top Tube Length, (Hor.) (mm)*
2. Head Tube Height (mm)
3. Seat Tube Angle
4. Seat Tube Length C-T (mm)
5. Chainstay Length (mm)
6. Standover Height (mm)
7. Bottom Bracket Height Low (mm)
8. Wheelbase (mm)
9. Head Tube Angle Low (°)
10. BB to top of HT, Hor. (Reach)

* TT IS MEASURED HORIZONTALLY FROM CENTER OF HT TO CENTER OF ST
 ** ACTUAL, MEASURED ALONG THE LENGTH OF THE TUBE

SEE COMPLETE SPECS IN THE BACK OF THE BOOK.



Andy Schleck winning the 2009 Liege-Bastogne-Liege.

S-WORKS ROAD



FACT

FUNCTIONAL ADVANCED COMPOSITE TECHNOLOGY



Jason McDonald testing and measuring the front triangle-stiffness in the labour at Specialized Headquarter, Morgan Hill, USA.



FACT is an acronym that stands for Functional Advanced Composite Technology. It represents our holistic approach to working with composites. Like any project at Specialized, **FACT** starts with the needs of the rider, then we apply four critical disciplines to achieve the design targets that will best serve those rider needs: Engineering, Material Selection, Fabrication Process and Testing. What's the result of the **FACT** process? Bikes and equipment that promise real-world benefits for the target rider.

ENGINEERING

Aided with ProEngineer solid modeling software and Finite Element Analysis, our composites engineers optimize the tube shapes and diameters of each bike to deliver the best ride for the intended experience.

Cases in point are the customized seatstays used on our S-Works Roubaix. Their carefully engineered shape (specific to each frame size), combined with Zertz vibration-absorbing inserts, help give the Roubaix its signature blend of compliance and stiffness for endurance riding.

MATERIAL SELECTION

Not all carbon fiber is created equal. Some carbon has higher tensile strength properties – these are 'stronger'. Some has superior elongation properties – these are 'stiffer'.

Since a frame is made up of over 100 pieces of carbon fiber, our engineers have the flexibility to create specific lay-ups for each bike that will yield the perfect combination of stiffness, compliance, strength and weight. By determining the appropriate materials selection for each family of bike (and even each bike size within that family) – whether it's the super stiff S-Works Tarmac or more balanced S-Works Roubaix – we can optimize performance for any given experience.

FABRICATION PROCESS

Every **FACT** frame, fork or piece of equipment we create uses one of three refined monocoque manufacturing methods. By honing these advanced fabrication methods, we can ensure maximum performance out of all our **FACT** bikes.

Applied on our highest end road bikes, **FACT IS** (Integrated Structure) is our most optimized carbon construction method, capable of creating bikes with superior stiffness to weight ratios. **FACT IS** separates the frame into four small monocoque sections to carefully control the internal and external surface of the carbon and guarantee the most efficient use of material.

TESTING

Thanks to our in-house test lab, we can elicit the most technologically advanced comparative data through a myriad of tests including torsion, vertical compliance and bottom bracket stiffness, then compare revisions until we've optimized each frame. Outside of the lab, we test in the field with pros, everyday riders and Specialized team members to ensure we have all the qualitative and quantitative data we need to launch the best bikes possible.



S-WORKS SHIV

Color: Custom

Module available in limited quantities
in spring 2010

SHIV

“The Shiv has everything I need and other riders need to win the biggest races. You get stiffness. You get aerodynamics. The position is awesome. And I feel comfortable on this bike. Those small details are what you need to keep moving forward and to stay ahead of the others. In the end, the difference is on the road.”

- FABIAN CANCELLARA, TEAM SAXO BANK

WINS

2009 Danish National TT Championships
Prologue and final time trial, 2009 Tour de Suisse
Stage win, 2009 Tour de France
Prologue, 2009 Vuelta a España
Stage win, 2009 Tour du Poitou
Stage win, 2009 Eneco Tour

REVIEWS

“If I could only use one word to describe the Shiv, it would have to be ‘fearsome’. The Shiv looked like it was irritated to be standing there stationary, displayed on a table.”

- NEIL BROWNE, ROAD MAGAZINE

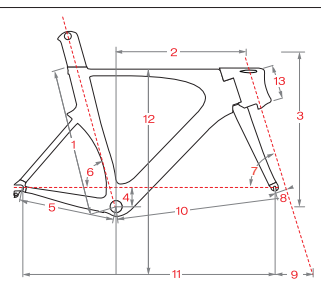
“Riding the Shiv, I consistently had the feeling that the bike’s limits were beyond my physical abilities. The bike is designed for the fastest time trialist in the world and it shows. In the hands of Cancellara, the Shiv will cut a straight line to the top of the podium.”

- PHILIP BOOTH, ROAD BIKE ACTION MAGAZINE

GEOS

SIZE	465	480	495	515
EFFECTIVE REACH TO PAD, forward position	465	490	495	515
EFFECTIVE REACH TO PAD, back position	442	457	472	492
EFFECTIVE STACK TO PAD (mm)*	543	543	543	543
FRAME REACH (mm)	390	405	420	440
FRAME STACK (mm)	495	495	495	495
VIRTUAL SEAT-TUBE LENGTH, bb center to tt center (mm)	460	490	510	530
VIRTUAL TOP-TUBE LENGTH, horizontal (mm)	518	537	548	565
B-B DROP (mm)	71.5	71.5	69	69
CHAIN-STAY LENGTH (mm)	390	390	390	390
SEAT-TUBE ANGLE (°)	74.5°	75°	75.75°	76.25°
HEAD-TUBE ANGLE (°)	72°	72°	72°	72°
FORK RAKE (mm)	43	43	43	43
TRAIL (mm)	65	65	65	65
FRONT-CENTER (mm)	577	592	607	627
WHEELBASE (mm)	956	958	970	987
STAND-OVER HEIGHT (mm)	810	810	810	810
HEAD-TUBE LENGTH (mm)	100	100	100	100
SEAT-POST LENGTH (mm)	400	400	400	400

SEE COMPLETE SPECS IN THE BACK OF THE BOOK.



1. Seat Tube Length (BB center to top of ST)
2. Effective Reach: BB to Top of Arm Pad
3. Effective Stack: BB to Top of Arm Pad, Vert. *
4. BB Drop
5. Chainstay Length
6. Seat Tube Angle
7. Head Tube Angle
8. Fork Rake
9. Trail
10. Front-Center
11. Wheelbase
12. Stand-over Height
13. Head Tube Length

* STACK TO PAD IN LOWEST POSITION. ADDITIONAL STACK ADJUSTMENTS AVAILABLE IN 5MM INCREMENTS UP TO +75MM.

STIFFNESS OF THE TARMAC, AERODYNAMICS OF THE TRANSITION

With the least drag and best torsional stiffness of any TT bike we’ve ever measured, the S-Works Shiv is the ultimate optimization of aerodynamics, stiffness and weight. Its systems-integrated design (Specialized developed everything except the chain, shifters and derailleurs) ensures that every part works together flawlessly.

3D-OPTIMIZED AERODYNAMICS

Rather than looking at 2D cross sections of the bike, we studied the aerodynamics of the entire 3D system (bike and rider) to see how airflow in one section affects the next. Then we created superior tube shapes that would ensure the lowest drag possible from leading to trailing edge.

OPTIMIZED LEADING EDGE

The stem is seamlessly blended over a tapered 1” to 1-1/8” carbon steerer to form an optimized structure that delivers excellent torsional stiffness, while maintaining attached airflow.

STEM-MOUNTED BRAKE

For the Shiv, we chose to integrate the brake with the stem for both aerodynamics and stiffness. Despite its width, the stem-mounted brake design creates a proportionally longer airfoil section, which creates less wake than even the skinniest braking system.

FABIAN CANCELLARA ON
THE WAY TO FINISH HIS
BRILLIANT SEASON 2009 -
ENDING UP WITH THE TT
WORLDCHAMPION ON HIS
NEW SHIV.
AVAILABLE IN LIMITED
QUANTITIES IN SPRING 2010.

“To be a pro rider, you have to pay meticulous attention to every aspect of your fitness—training, nutrition, rest—and Specialized shows that same care with their bikes. My Tarmac is the best bike I’ve ever had. It’s seriously stiff, accelerates fast and is so light that I still can’t believe how well it handles, even on fast descents.”

- ANDY SCHLECK, TEAM SAXO BANK

WINS

Stage win and 2nd place overall, 2009 Tour de France

Stage win, 2009 Eneco Tour

2009 Swiss & Belgian National Championships

REVIEWS

“This bike makes no apologies and doesn’t need to—it’s that good.”

- PHILIP BOOTH, ROAD BIKE ACTION MAGAZINE

FROM CYCLING’S OLDEST CLASSICS TO THE TOUR DE FRANCE, ANDY SCHLECK AND THE ALL-NEW TARMAC SL3 HAVE HIT THE SEASON WITH GUNS BLAZING. NAMED THE TOUR’S ‘BEST YOUNG RIDER’ AFTER FINISHING 2ND OVERALL ON THE SL3, SCHLECK HAS NOTHING BUT LOVE FOR THE BIKE HE CLAIMS IS THE BEST HE’S EVER HAD.





**TARMAC
SL3**

Fabian Cancellara in the yellow leaders jersey and Andy Schleck on his way to a 2nd place overall finish- 2009 Tour De France

TARMAC SL3



S-WORKS TARMAC SL3 DURA-ACE

Colors: White/Carbon Blue
Shimano Dura-Ace drivetrain
with Specialized S-Works crankset

ULTRA LIGHT, ULTRA STIFF FACT IS FRAME

Combining high modulus FACT IS carbon with radically innovative engineering like the stiff one-piece chainstay/bottom bracket, tapered steerer and elliptical seatstays gives the Tarmac SL3 the best stiffness-to-weight ratio on the planet.

1-PIECE CHAINSTAY/BB SHELL

Exclusive to the SL3, the incredibly rigid FACT carbon monocoque chainstay/bottom bracket shell resists deflection under extreme pedal loads for the most efficient power transfer. The BB shell uses internally raised ribs to stiffen the critical area between the ceramic BB bearings and the frame.

TAPERED STEERER TUBE

The SL3's carbon steerer tube/head tube tapers from 1-1/8" at the top to 1.5" at the crown and connects to a massive down tube/top tube cross-section for superior front-end stiffness. New carbon cups and internally raised ribs near the head tube/down tube junction boost stiffness even further.

S-WORKS SL CARBON CRANK

Only found on the Super Light model, the S-Works SL crank uses ceramic bearings, hollow D-shaped arms and continuous FACT carbon fiber from pedal threads to Hirth coupling to increase strength, while maintaining the best stiffness-to-weight.

S-WORKS TARMAC SL3 MODULE

Color: White/Carbon Blue

Module includes crankset, fork and seatpost



S-WORKS TARMAC SL3 FRAMESET

Colors: Flo Red/Carbon/Pearl White (front) and Carbon (back)

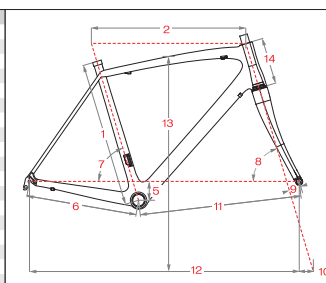
Frame includes fork and seatpost

S-WORKS TARMAC SL3 SUPER LIGHT

Colors: Carbon

GEOS

SIZE	49	52	54	56	58	61
SEAT-TUBE LENGTH, B-B C to T (mm)	460	490	510	530	550	580
TOP-TUBE LENGTH, HORIZONTAL (mm)*	518	537	548	565	582	600
B-B DROP (mm)	71.5	71.5	69	69	67.5	67.5
CHAIN-STAY LENGTH (mm)	405	405	405	405	407	410
SEAT-TUBE ANGLE (°)	75.5°	74°	73.5°	73.25°	73°	72.5°
HEAD-TUBE ANGLE (°)	72.25°	73°	73°	73.5°	73.5°	74°
FORK RAKE (mm)	45	45	45	43	43	43
TRAIL (mm)	62	57	57	56	56	53
FRONT-CENTER (mm)	547	567	578	593	611	629
WHEELBASE (mm)	941	961	973	988	1008	1030
STAND-OVER HEIGHT (mm)	730	755	777	800	828	857
HEAD-TUBE LENGTH (mm)	100	120	145	170	205	230



1. Seat Tube Length (mm)
2. Top Tube Length, (Hor.) (mm)*
3. BB to Top of HT, Hor. (Reach)
4. BB to Top of HT, Vert. (Reach)
5. BB Drop
6. Chainstay Length (mm)
7. Seat Tube Angle
8. Head Tube Angle
9. Fork Rake
10. Trail
11. Front Center
12. Wheelbase (mm)
13. Standover Height (mm)
14. Head Tube Length

* TT IS MEASURED HORIZONTALLY FROM CENTER OF HT TO CENTER OF ST

SEE COMPLETE SPECS IN THE BACK OF THE BOOK.



ROUBAIX SL2

Tom Boonen wins his second Paris-Roubaix in series.



“The Roubaix is made for absorbing vibrations, but it still gives me everything I need from a professional bike—stiffness and good handling. Especially in Paris-Roubaix, this bike helped my performance and gave me more comfort on the cobblestones. After I won, I didn’t want anybody to clean it. I wanted it to stand just as it was in my living room.”

- TOM BOONEN, TEAM QUICK STEP

WINS

2X Winner Paris-Roubaix

REVIEWS

“Not only did this carbon bike receive higher marks for climbing and handling than most of the race bikes we tested, it also dominated the comfort category. Don’t be fooled by the word comfort, though. This is an elite racer ... already proven in Europe’s grueling cobbled classics.”

- MARC PERUZZI & JOHN BRADLEY, OUTSIDE MAGAZINE

“Descending on the Roubaix is confidence-inspiring.”

- PHILIP BOOTH, ROAD BIKE ACTION MAGAZINE

IF TOM BOONEN IS THE KING OF THE COBBLES, THEN THE S-WORKS ROUBAIX SL2 IS HIS THRONE. AFTER WINNING HIS 2ND CONSECUTIVE PARIS-ROUBAIX, BOONEN PROVED WHAT WE’VE BEEN SAYING ABOUT THIS BIKE ALL ALONG ... JUST BECAUSE IT’S SMOOTH, DOESN’T MEAN IT CAN’T BE FAST.

ROUBAIX SL2

FACT IS ENDURANCE ROAD FRAME

Combining our most advanced carbon construction method with a slightly longer wheelbase, relaxed tube angles, tapered head tube and Zertz inserts, we create a vertically forgiving, yet laterally stiff FACT carbon frame.

TAPERED STEERER TUBE

The carbon steerer tube tapers from 1-1/8" at the top to 1-3/8" at the crown and mates with a 1-3/8" lower bearing in the head tube to create greater stiffness and steering precision, without jeopardizing compliance.

VIBRATION-DAMPING ZERTZ

Key to the Roubaix's signature 'supple' ride, lab-tested Zertz dampers in the fork, seatstays and seatpost absorb road vibration to take the sting out of your hands and hide for improved endurance.

S-WORKS FACT CARBON CRANK

Integrated with an oversized bottom bracket, our smooth-shifting carbon road crank boasts a leading stiffness-to-weight ratio and features new, more durable ceramic bearings.



S-WORKS ROUBAIX SL2 DURA-ACE

Color: White /Carbon



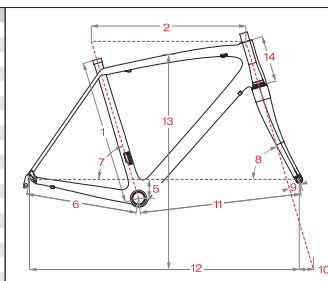
S-WORKS ROUBAIX SL2 FRAMESET

Colors: White/Carbon

Includes frame, fork and seatpost

GEOS

SIZE	49	52	54	56	58	61
SEAT-TUBE LENGTH, BB C to T (mm)	450	480	500	520	540	570
TOP-TUBE LENGTH, Horizontal (mm)*	518	537	548	565	582	600
B-B DROP (mm)	73	73	71.5	71.5	70	70
CHAIN-STAY LENGTH (mm)	412	412	415	415	418	420
SEAT-TUBE ANGLE (°)	75.5°	74°	73.5°	73.25°	73°	72.5°
HEAD-TUBE ANGLE (°)	72°	72°	72°	72.5°	72.5°	73°
FORK RAKE (mm)	49	49	49	49	49	49
TRAIL (mm)	59	59	59	56	56	53
FRONT-CENTER (mm)	562	588	595	606	621	628
WHEELBASE (mm)	983	989	1000	1010	1029	1038
STAND-OVER HEIGHT (mm)	719	737	756	778	800	824
HEAD-TUBE LENGTH (mm)	125	145	165	190	215	235
SEAT-POST LENGTH (mm)	---	---	---	---	---	---



1. Seat Tube Length (mm)
2. Top Tube Length, (Hor.) (mm)*
3. BB to Top of HT, Hor. (Reach)
4. BB to Top of HT, Vert. (Reach)
5. BB Drop
6. Chainstay Length (mm)
7. Seat Tube Angle
8. Head Tube Angle
9. Fork Rake
10. Trail
11. Front Center
12. Wheelbase (mm)
13. Standover Height (mm)
14. Head Tube Length

* TT IS MEASURED HORIZONTALLY FROM CENTER OF HT TO CENTER OF ST

SEE COMPLETE SPECS IN THE BACK OF THE BOOK.

TRANSITION

FASTEST STRAIGHT-LINE AERO BIKE

The Transition has lower drag at all crosswind angles than competitors bikes, with significantly reduced drag at 0 and 5 degrees. Features like the FACT carbon n'Aero airfoil tubing, one-inch diameter steerer tube and narrow seatstays all work to minimize frontal area and reduce turbulence.

INTEGRATED BRAKES

The Transition's brake system is designed in tandem with its frame for maximum aerodynamics and control. The center-pull front brake, low-mount rear brake and internal cable routing all help to minimize drag.

2-POSITION SEATPOST

The FACT carbon two-position Transition seatpost uses 100mm of fore/aft adjustment and an airfoil, wing-shaped design to ensure that every rider from TT to triathlete is positioned for maximum speed, pedaling efficiency and stability.

S-WORKS FACT CARBON CRANK

Integrated with an oversized bottom bracket, our smooth-shifting carbon road crank boasts a leading stiffness-to-weight ratio and features new, more durable ceramic bearings.

“I was looking for a bike that would allow me to get my frontal exposure low, but still give me the comfort and feel of a road bike. When the boys presented me with the Transition, I was blown away. It just wanted to go. The handling was exceptional and the feel perfect. Ten weeks later, I rode the Transition to victory at the Ironman World Championships in Hawaii.”

- CHRIS 'MACCA' MCCORMACK, PROFESSIONAL MULTI-SPORT ATHLETE

WINS

18 starts, 11 wins, 3 course records in 2009

REVIEWS

“From the ground up, this bike screams speed.”

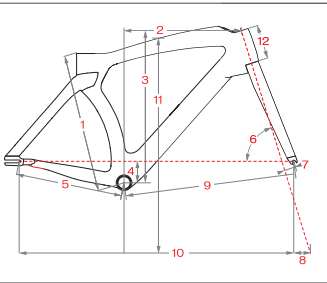
“The faster I went, the more stable it seemed—a sure sign that the geometry is spot-on.”

- NEIL BROWNE, ROAD MAGAZINE



GEOS

SIZE	S	M	L	XL
SEAT-TUBE LENGTH, BB Center to Top vertical (mm)	445	445	445	475
BB TO TOP OF HEAD-TUBE, Horizontal (mm)	380	395	405	425
BB TO TOP OF HEAD-TUBE, Vertical (mm)	505	516	526	527
BB DROP (mm)	72	72	72	72
CHAIN-STAY LENGTH (mm)	395	395	395	395
SADDLE SETBACK (MIN) (mm)*	-100	-100	-100	-100
SADDLE SETBACK (MAX) (mm)	50	50	50	50
HEAD-TUBE ANGLE (°)	71.5°	72°	72°	72.5°
FORK RAKE (mm)	43	43	43	43
TRAIL (mm)	68	65	65	62
FRONT-CENTER (mm)	575	589	602	621
WHEELBASE (mm)	961	975	988	1007
STAND-OVER HEIGHT (mm)	761	763	768	787
HEAD-TUBE LENGTH (mm)	100	110	120	120
HANDLE-BAR WIDTH (mm)	400	400	420	420
STEM LENGTH (mm)	75	75	90	100
CRANK LENGTH (mm)	170	172.5	175	175
SEAT-POST LENGTH (mm)	350	350	350	350



1. Seat Tube Length (mm)
2. BB to Top of HT, Hor. (Reach)
3. BB to Top of HT, Vert. (Reach)
4. BB Drop
5. Chainstay Length (mm)
6. Head Tube Angle
7. Fork Rake
8. Trail
9. Front Center
10. Wheelbase (mm)
11. Standover Height (mm)
12. Head Tube Length

* TT IS MEASURED HORIZONTALLY FROM CENTER OF HT TO CENTER OF ST

S-WORKS TRANSITION MODULE

Colors: Red/White

Module includes fork, stem, crankset, brakes and seatpost

SEE COMPLETE SPECS IN THE BACK OF THE BOOK.

LANGSTER

“Riding the new Langster reminds me of when I raced the National Championships in Colorado—the day I had the perfect ride and broke the world record. This bike feels like a win every time. It responds to every movement and acceleration and tracks exactly where you want it to go. It’s the smoothest track bike I’ve ever ridden.”

- DON LANGLEY, SPECIALIZED ROAD PRODUCT MANAGER

FULLY BUTTED E5 ALLOY FRAME

Since E5 aluminum is easily manipulated, we can shape every tube of the Langster for the best balance of compliance, efficiency and quick handling. By fully butting the frame, we cut weight to a minimum.

AERODYNAMIC DESIGN

Our refined track-specific geometry is tuned for better handling, and design details like the teardrop-shaped seat tube and sculpted fork crown reduce turbulence, so track racers can focus on putting all the power to the pedals.

S-WORKS FACT CARBON FORK & SEATPOST

Designed for ultimate stiffness and steering precision, the S-Works carbon fork eschews compliance in favor of brute force, while the FACT carbon seatpost with Zertz damper absorbs vibrations to smooth out the ride.

WINS

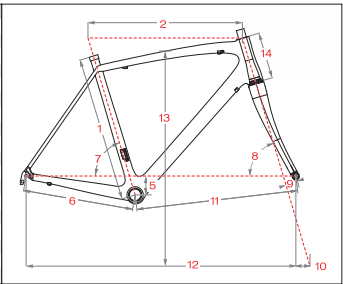
Last bike raced by Paolo Bettini as a pro

First bike named after a person working at Specialized (aka, Don ‘The Langster’ Langley)



GEOS

SIZE	49	52	54	56	58	61
SEAT-TUBE LENGTH, BB C to T (mm)	420	480	500	520	540	570
TOP-TUBE LENGTH, Horizontal (mm)*	510	530	540	555	570	588
BB DROP (mm)	61	61	59	59	57	57
CHAIN-STAY LENGTH (mm)	390	390	390	390	390	390
SEAT-TUBE ANGLE (°)	76°	75°	74.5°	74°	74°	73.5°
HEAD-TUBE ANGLE (°)	73°	73°	73.5°	74°	74.5°	74.5°
FORK RAKE (mm)	43	43	43	43	43	43
TRAIL (mm)	59	59	56	53	50	50
FRONT-CENTER (mm)	566	579	580	588	596	608
WHEELBASE (mm)	948	960	963	971	979	992
STAND-OVER HEIGHT (mm)	711	739	760	779	800	826
HEAD-TUBE LENGTH (mm)	100	110	130	150	170	195
SEAT-POST LENGTH (mm)	---	---	---	---	---	---



1. Seat Tube Length (mm)
2. Top Tube Length, (Hor.) (mm)*
3. BB to Top of HT, Hor. (Reach)
4. BB to Top of HT, Vert. (Reach)
5. BB Drop
6. Chainstay Length (mm)
7. Seat Tube Angle
8. Head Tube Angle
9. Fork Rake
10. Trail
11. Front Center
12. Wheelbase (mm)
13. Standover Height (mm)
14. Head Tube Length

* TT IS MEASURED HORIZONTALLY FROM CENTER OF HT TO CENTER OF ST

S-WORKS LANGSTER FRAMESET

Colors: Red

SEE COMPLETE SPECS IN THE BACK OF THE BOOK.

AMIRA





“I truly feel Specialized has created an absolute animal in the Amira. It accelerates well on hills, to the point where I actually feel like I’m being pushed forward. I can really tell how stiff it is by how smoothly it handles around corners in criterium races. This bike makes me feel totally in control.”

- KELLI MENTE, SPECIALIZED FIELD TESTER, PUNK ROCK CYCLING

WINS

The only women’s bike to win the Specialized Men’s Lunch Ride

REVIEWS

“The Amira continues to be the trickiest piece of work I’ve ever ridden. Its performance and fit has changed my definition of ‘women’s bike’.”

- J. SANTORO, SPECIALIZED FIELD TESTER

“The best thing I can say about the Amira is that I would hesitate to ride for a team that wanted me to ride anything else. I really do love this bike.”

- SYDNEY BROWN, SPECIALIZED FIELD TESTER, JOY BIKES

THE AMIRA MAY BE THE NEWEST BIKE ON THE SPECIALIZED BLOCK, BUT IT’S ALREADY INSPIRED A FOLLOWING OF FEMALE RIDERS AND RACERS WHO CAN’T SAY ENOUGH ABOUT ITS HANDLING, FIT, EFFICIENCY AND RACE ACUMEN. TRY AS WE MAY, WE CAN’T FIND ANOTHER WOMEN’S BIKE THAT COMES CLOSE TO THIS LEVEL OF PERFORMANCE.

AMIRA

WOMEN'S FACT IS FRAME

Combining our most advanced carbon construction method, a custom women's carbon lay-up and performance-focused geometry, we optimize the Amira for the best balance of stiffness, compliance and light weight.

TAPERED STEERER TUBE

The carbon steerer tube tapers from 1-1/8" at the top to 1-3/8" at the crown and mates with a 1-3/8" lower bearing in the head tube to create greater stiffness and steering precision, without jeopardizing compliance.

OPTIMIZED REAR TRIANGLE

The Amira is engineered with an asymmetrical seat tube, short, robust chainstays and a wide, triangulated stance between the seatstays to maximize rear-end stiffness for greater efficiency and acceleration.

S-WORKS FACT CARBON CRANK

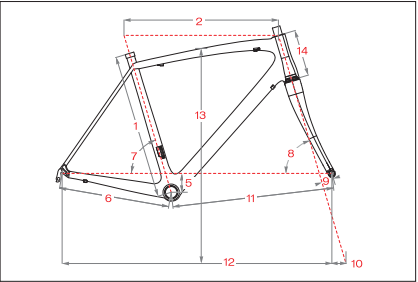
Integrated with an oversized bottom bracket, our smooth-shifting compact carbon road crank boasts a leading stiffness-to-weight ratio and features new, more durable ceramic bearings.



S-WORKS AMIRA
Color: Carbon/White

GEOS

SIZE	44	48	51	54	56
SEAT-TUBE LENGTH, BB C to T (mm)	390	420	450	480	495
TOP-TUBE LENGTH, Horizontal (mm)*	498	506	518	537	548
B-B DROP (mm)	73	73	73	73	71.5
CHAIN-STAY LENGTH (mm)	405	405	405	405	408
SEAT-TUBE ANGLE (°)	76°	75.75°	75.5°	74°	73.5°
HEAD-TUBE ANGLE (°)	70.5°	71.25°	72°	72°	72°
FORK RAKE (mm)	51	51	49	49	49
TRAIL (mm)	66	62	59	59	59
FRONT-CENTER (mm)	576	579	582	588	595
WHEELBASE (mm)	969	973	976	982	983
STAND-OVER HEIGHT (mm)	692	719	735	758	777
HEAD-TUBE LENGTH (mm)	105	115	125	145	165
SEAT-POST LENGTH (mm)	---	---	---	---	---



1. Seat Tube Length (mm)
2. Top Tube Length, (Hor.) (mm)*
3. BB to Top of HT, Hor. (Reach)
4. BB to Top of HT, Vert. (Reach)
5. BB Drop
6. Chainstay Length (mm)
7. Seat Tube Angle
8. Head Tube Angle
9. Fork Rake
10. Trail
11. Front Center
12. Wheelbase (mm)
13. Standover Height (mm)
14. Head Tube Length

* TT IS MEASURED HORIZONTALLY FROM CENTER OF HT TO CENTER OF ST

SEE COMPLETE SPECS IN THE BACK OF THE BOOK.

RUBY

“The ‘09 Ruby was always a dream to ride, it changed my confidence level the first time out. It’s not only more comfortable, but I’ve also never been a strong descender, and I spent the whole of a 15-minute canyon descent enjoying what used to scare me. It was awesome.”

- REBECCA VAN DYKE, SPECIALIZED EAST COAST DEMO COORDINATOR

WINS

2009 Tour of the Gila Team Classification

Stage win, 2009 Nature Valley Grand Prix

Stage win, 2009 Cascade Cycling Classic

2nd place, 2009 National Road Race Championships

FACT AZ1-ENDURANCE ROAD FRAME

Combining our advanced FACT Az1-Endurance carbon construction method and women’s carbon lay-up with relaxed frame geometry and Zertz inserts creates the optimal balance of compliance and stiffness for endurance riding.

VIBRATION-DAMPING ZERTZ

Key to the Ruby’s comfortable ride quality, lab-tested Zertz dampers in the fork, seatstays and seatpost absorb road vibration to take the sting out of your hands and hide for improved endurance.

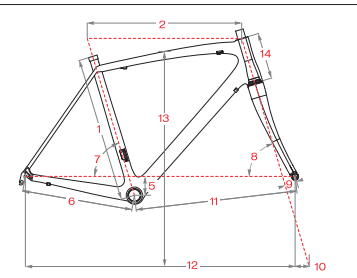


S-WORKS RUBY

Color: Carbon/Blue

GEOS

SIZE	44	48	51	54	56
SEAT-TUBE LENGTH, BB Center to Top (mm)	400	430	450	480	500
TOP-TUBE LENGTH, Horizontal (mm)*	496	506	518	537	548
B-B DROP (mm)	73	73	73	73	71.5
CHAIN-STAY LENGTH (mm)	405	405	405	405	408
SEAT-TUBE ANGLE (°)	76°	75.75°	75.5°	74°	73.5°
HEAD-TUBE ANGLE (°)	70.5°	71.25°	72°	72°	72°
FORK RAKE (mm)	51	51	49	49	49
TRAIL (mm)	66	62	59	59	59
FRONT-CENTER (mm)	574	579	582	588	595
WHEELBASE (mm)	967	973	976	982	983
STAND-OVER HEIGHT (mm)	693	718	735	758	778
HEAD-TUBE LENGTH (mm)	105	115	125	145	165
HANDLE-BAR WIDTH (mm)	380	380	400	400	420
STEM LENGTH (mm)	75	75	90	100	100
CRANK LENGTH (mm)	167.5	167.5	170	170	172.5
SEAT-POST LENGTH (mm)	300	300	350	350	350



1. Seat Tube Length (mm)
2. Top Tube Length, (Hor.) (mm)*
3. BB to Top of HT, Hor. (Reach)
4. BB to Top of HT, Vert. (Reach)
5. BB Drop
6. Chainstay Length (mm)
7. Seat Tube Angle
8. Head Tube Angle
9. Fork Rake
10. Trail
11. Front Center
12. Wheelbase (mm)
13. Standover Height (mm)
14. Head Tube Length

* TT IS MEASURED HORIZONTALLY FROM CENTER OF HT TO CENTER OF ST

SEE COMPLETE SPECS IN THE BACK OF THE BOOK.

a. S-WORKS MT HELMET

The lightest CPSC-certified helmet in the world now comes in an MTB-specific configuration with MTB visor, a FIX visor attachment and new graphics. Worn by Specialized Pro MTB teams and athletes, it's all about race weight, maximum ventilation and complete comfort.

b. CHANGE YOUR EYEWEAR NOT YOUR LENSES

Cycling-specific optics have to work just as hard as you do on the bike. That's why Specialized designers and engineers have spent countless hours in the lab pioneering lens technology that does it all while looking good and feeling good at the same time. From Adaptalite® photochromic all-in-one lenses to carefully tuned pantoscopic angles and shatterproof NXT material, our eyewear delivers peak optical performance, no questions asked.

c. BODY GEOMETRY® SADDLES

Medically tested, scientifically proven. Where traditional saddles can cause soreness and numbness from excess pressure on sensitive nerves and arteries during your ride, Body Geometry designs reduce or eliminate the problem altogether.

**d. BODY GEOMETRY SHOES AND FOOTBEDS:
A LESSON IN BIOMECHANICS.**

It's a big claim, but we stand behind it ... our Body Geometry shoes and footbeds make the relationship between body and bike more productive and more comfortable, while helping to prevent injury. Features like our Varus Wedge, Metatarsal Button, Longitudinal Arch, BG Footbeds and Forefoot Shims make our shoes sought after by the world's best riders.



Sylvain Chavanel during the french national holiday at Tour de France 2009.

EQUIPMENT MTB

Lene Byberg at the first Worldcup race 2009 in South Africa.



e.



f.



g.



h.

e. S-WORKS HELMET

The lightest CPSC-certified helmet in the world (Size M=225g), worn by Pro teams like Quick Step, Lampre, Lotto and ISD. It's all about race weight, maximum ventilation and complete comfort.

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SPECIFICATIONS MTB BIKES

FRAME	FACT 10m carbon front triangle, IS construction, FACT carbon seatstays w/ carbon drive DO and chainstays, sealed cartridge bearing pivots, 100mm travel
REAR SHOCK FORK	Fox/SBC remote Mini-Brain, inertia valve, w/ Brain fade adjust Specialized Future Shock e100, inertia valve, 100mm travel, Brain Fade, external rebound adj., single sided air spring and damper, carbon 1-1/8" to 1.5" steerer 11/8" - 1 1/2" Threadless, Campy style upper and lower cartridge bearing.
HEADSET	Syntace F109, 6 degree rise, 31.8mm clamp
STEM	
HANDLEBARS	S-Works XC Carbon low-rise bar, uni-directional carbon, 31.8mm, 660mm wide
GRIPS	Specialized waffle lock on grip (S/M) Specialized Thick lock on grip (L/XL)
FRONT BRAKE	Custom Avid XX R, S/M: 160mm, L/XL: 185mm rotor
REAR BRAKE	Custom Avid XX R, S/M: 140mm, L/XL: 160mm rotor
BRAKE LEVERS	Custom Avid XX Hydraulic, tool-less reach adj., magnesium body, carbon lever
FRONT DERAILLEUR	SRAM XX, DMD style for SBC, top swing, bottom pull
REAR DERAILLEUR	SRAM XX, 10-speed, standard cage
SHIFT LEVERS	SRAM XX carbon trigger
CASSETTE	SRAM XX, 10-speed, 11-36t
CHAIN	SRAM PC-1090, 10-speed
CRANKSET	SW OS carbon crank, Custom XX spider/rings f. SBC, S: 170mm, others: 175mm
CHAINRINGS	39A x 26A, 4-bolt
BOTTOM BRACKET	S-Works, OS, integrated
PEDALS	None
RIMS	Roval Control SL, disc, 24mm
FRONT HUB	Roval Control SL Carbon, OS 28mm end caps
REAR HUB	Roval Control SL
SPOKES	DT Aerolite
FRONT TIRE	S-Works The Captain, 26x2.0", 120 TPI, tubel. ready aramid bead, dual comp.
REAR TIRE	S-Works Fast Trak LK, 26x2.0", 120 TPI, tubel. ready aramid bead, dual comp.
INNER TUBES	Ultralight presta valve
SADDLE	Specialized Phenom SL, Ti rails, thin foam, S/M: 130mm, L/XL: 143mm
SEATPOST	S-Works Carbon, 30.9mm, single-bolt head, S/M: 350mm, L/XL: 400mm
SEAT BINDER	36.9mm clamp, one bolt for carbon frame/post
NOTES	Protective clear coat, derailleur hanger, reflectors, owners manual

S-WORKS STUMPJUMPER HT CARBON 29ER

FRAME	FACT 10M carbon, 29" geometry, 1.5 - 1/8" tapered HT, alloy replaceable derailleur hanger, carbon drive-side dropout
FORK	Custom SBC/RockShox Reba S29 Carbon, 90mm travel, One-piece tapered carbon crown/steerer tube, titanium motion control damper
HEADSET	1-1/8" Threadless, 1 1/2" lower, Campy style
STEM	Syntace F99, 6 degree rise, 25.4mm clamp
HANDLEBARS	Specialized S-Works XC Carbon flat bar, 25.4mm, 600mm wide
GRIPS	Specialized waffle lock on grip (17.5) Specialized Thick lock on grip (others)
FRONT BRAKE	Custom Avid XX R, alloy backed semi-metallic pads, magnesium caliper and lever body w/ carbon blade, ti hardware package, 160mm rotor
REAR BRAKE	Custom Avid XX R, alloy backed semi-metallic pads, mag. caliper and lever body w/ carbon blade, ti hardware package, 15.5/17: 140mm, others: 160mm rotor
BRAKE LEVERS	Custom Avid XX Hydraulic, tool-less reach adjust, magnesium body, carbon lever
FRONT DERAILLEUR	SRAM XX, 34.9mm clamp, bottom swing, top pull
REAR DERAILLEUR	SRAM XX, 10-speed, standard cage
SHIFT LEVERS	SRAM XX carbon trigger
CASSETTE	SRAM XX, 10-speed, 11-36t
CHAIN	SRAM PC-1090, 10-speed
CRANKSET	S-Works OS carbon crank, Custom XX spider/rings for SBC, 175mm
CHAINRINGS	39A x 26A, 4-bolt
BOTTOM BRACKET	S-Works, OS, integrated
PEDALS	None
RIMS	Roval Control EL, 29" XC disc wheel
FRONT HUB	Roval Control EL XC, OS, 28mm axle caps
REAR HUB	Roval Control EL XC, OS, straigt pull
SPOKES	N/A
FRONT TIRE	S-Works Fast Trak LK, 29x2.0", 120 TPI, tubeless ready aramid bead, dual compound
REAR TIRE	S-Works Fast Trak LK, 29x2.0", 120 TPI, tubeless ready aramid bead, dual compound
INNER TUBES	Ultralight presta valve
SADDLE	Specialized Phenom SL, Ti rails, thin foam, 15.5/17: 130mm, others: 143mm
SEATPOST	S-Works Carbon, 30.9mm, single-bolt head, 17.5: 350mm, others: 400mm
SEAT BINDER	36.9mm clamp, one bolt for carbon frame/post
NOTES	Protective clear coat, derailleur hanger, reflectors, owners manual

S-WORKS STUMPJUMPER FSR CARBON

SW SJ FSR FACT IS 10M carbon main triangle and seatstays w/ carbon drive dropout, M5 alloy chainst., full cartridge bearing pivots, 140mm travel
Specialized/Fox AFR Brain, remote Trail Tune inertia valve, w/ Brain Fade adjust
Specialized Future Shock S140TA, 140-115mm travel adjust, Trail Tune, Brain Fade, rebound adj., carbon 1-1/8" to 1.5" steerer
1-1/8" Threadless, 1 1/2" lower, Campy style
Syntace F109 31.8mm
Specialized XC Carbon riser bar, 31.8mm, 660mm wide
Specialized waffle lock on grip (S/M) Specialized Thick lock on grip (L/XL)
Custom Avid XX R, S/M: 185mm, L/XL: 203mm rotor
Custom Avid XX R, S/M: 160mm, L/XL: 185mm rotor
Custom Avid XX R with toolless reach and pad contact adj
Shimano M971 XTR, DMD, top swing, dual pull
SRAM XX, 10-speed, standard cage
SRAM XX carbon trigger
SRAM XX, 10-speed, 11-36t
SRAM PC-1090, 10-speed
S-Works OS carbon crank, S: 170mm, Others: 175mm
22/32/44
N/A
None
Roval Control SL, disc, 24mm
Roval Control SL, OS 28mm axle caps
Roval Control SL
N/A
S-Works Purgatory, 26x2.2", 120 TPI, tubel. ready aramid bead, dual compound
The Captain Control, 26x2.0", 60 TPI, tubel. ready aramid bead, dual compound
Ultralight presta valve
Specialized Phenom SL, Ti rails, thin foam, S/M: 130mm, L/XL: 143mm
S-Works Carbon, 30.9mm, single-bolt head, S/M: 350mm, L/XL: 400mm
7050 hard anodized alloy collar w/ QR, 36.9mm clamp ID, for carbon frame
Protective clear coat, derailleur hanger, reflectors, owners manual

S-WORKS STUMPJUMPER HT CARBON

FACT 10M carbon, 1.5 - 1/8" tapered HT, alloy replaceable derailleur hanger, carbon drive-side dropout
Specialized Future Shock S90, 90mm travel, inertia valve, Brain Fade, rebound adj., single sided air spring and damper, carbon 1-1/8" to 1.5" steerer
1-1/8" Threadless, 1 1/2" lower, Campy style
Syntace F99, 6 degree rise, 25.4mm clamp
Specialized S-Works XC Carbon flat bar, 25.4mm, 600mm wide
Specialized waffle lock on grip (15.5/17) Specialized Thick lock on grip (others)
Custom Avid XX R, alloy backed semi-metallic pads, magnesium caliper and lever body w/ carbon blade, ti hardware package, 160mm rotor
Custom Avid XX R, alloy backed semi-metallic pads, mag. caliper and lever body w/ carbon blade, ti hardware package, 15.5/17: 140mm, others: 160mm rotor
Custom Avid XX Hydraulic, tool-less reach adjust, magnesium body, carbon lever
SRAM XX, 34.9mm clamp, bottom swing, top pull
SRAM XX, 10-speed, standard cage
SRAM XX carbon trigger
SRAM XX, 10-speed, 11-36t
SRAM PC-1090, 10-speed
S-Works OS carbon crank, Custom XX spider/rings for SBC, 15.5: 170mm, others: 175mm
39A x 26A, 4-bolt
S-Works, OS, integrated
None
Roval Control SL, disc, 24mm
Roval Control EL XC, OS, 28mm axle caps
Roval Control SL
DT Aerolite
S-Works The Captain, 26x2.0", 120 TPI, tubeless ready aramid bead, dual compound
S-Works Fast Trak LK, 26x2.0", 120 TPI, tubeless ready aramid bead, dual compound
Ultralight presta valve
Specialized Phenom SL, Ti rails, thin foam, 15.5/17: 130mm, others: 143mm
SW Carbon, 30.9mm, single-bolt head, 15.5/17/18: 350mm, others: 400mm
36.9mm clamp, one bolt for carbon frame/post
Protective clear coat, derailleur hanger, reflectors, owners manual

S-WORKS ENDURO SL FSR

S-Works Enduro FACT 10m carbon main triangle, Fact IS construction, M5 rear dropout, full cartridge bearing pivots, ISCG mounts, 160mm travel
Fox RP23BV with Boost Valve for Enduro. Ext reb and 3 position ProPedal adj.
Future Shock E160TA, 11/2-1 1/8" carbon steer/crown, 160/135mm travel adj. Rebound, and compression adj., 20mm RockShox Maxle Lite thru-axle
1-1/8" Threadless, 1 1/2" lower, Campy style
Syntace F109 31.8mm
Specialized Enduro mid-rise bar, carbon, 31.8mm, 680mm wide
Specialized waffle lock on grip (S/M) Specialized Thick lock on grip (L/XL)
Custom Avid XX R, 203mm rotor
Custom Avid XX R, 185mm rotor
Custom Avid XX R, toolless reach and pad contact adj.
Shimano M665-E, SLX, top swing, dual pull for double
SRAM X-0, 9-speed, mid cage
SRAM X-0, carbon/aluminum trigger
Shimano M970 XTR Ti, 9-speed, 11-34t
Shimano XTR, 9-speed
Shimano FC-M770 XT, 2pc., S: 170mm, others: 175mm
A22/A36
Custom Shimano integrated
None
Roval Traverse EL, disc, 26mm
Roval Traverse EL, disc, straight pull, 20mm axle
Roval Traverse EL, disc, straight pull
N/A
S-Works Eskar, 26x2.3", 120 TPI, tubeless ready, aramid bead, dual comp.
Specialized Eskar Control, 26x2.3", 60 TPI, tubeless ready, aramid bead
Ultralight presta valve
Specialized Format, Ti rails, SL foam, S/M: 130mm L/XL:143mm
SBC Command Post, 3 position, 100mm Adjustable height, Remote Operated
7050 hard anodized alloy collar w/ QR, 36.9mm clamp ID, for carbon frame
Protective clear coat, derailleur hanger, reflectors, owners manual

FRAMES

FRAME	FACT 10m carbon front triangle, IS construction, FACT carbon seatstays w/ carbon drive DO and chainstays, full cartridge bearing pivots, 140mm travel
REAR SHOCK	Fox/SBC remote Mini-Brain, inertia valve, w/ Brain fade adjust
FORK	Specialized Future Shock e100, inertia valve, 100mm travel, Brain Fade, external rebound adj., carbon 1-1/8" to 1.5" steerer
HEADSET	1-1/8 - 1 1/2" Threadless, Campy style upper and lower cartridge bearing.
FRONT DERAILLEUR	None
BOTTOM BRACKET	Custom Shimano BB-91, OS
SEATPOST	S-Works Carbon, 30.9mm, single-bolt head, S/M: 350mm, L/XL: 400mm
SEAT BINDER	36.9mm clamp, one bolt for carbon frame/post
NOTES	Protective clear coat, derailleur hanger, owners manual

SW STUMPJUMPER HT CARBON FRAME // FRAME/FORK	FACT 10M carbon, 1.5 - 1/8" tapered HT, alloy replaceable derailleur hanger, carbon drive-side dropout
FORK	Specialized Future Shock S90, 90mm travel, inertia valve, Brain Fade, rebound adj., carbon 1-1/8" to 1.5" steerer
HEADSET	1-1/8" Threadless, 1 1/2" lower, Campy style
BOTTOM BRACKET	Custom Shimano BB-91, OS, press-in bearing
SEATPOST	S-Works Carbon, 30.9mm, single-bolt head, 15.5/17/18: 350mm, others: 400mm
SEAT BINDER	36.9mm clamp, one bolt for carbon frame/post
NOTES	Protective clear coat, derailleur hanger, reflectors, owners manual

S-WORKS ERA FSR CARBON

Era FACT 10m carbon front triangle, w/ women's specific IS construction and geometry, FACT carbon seatstays and chainstays, 100mm travel
Fox/SBC remote mini-brain, inertia valve, w/brain fade adjust
Specialized Future Shock e100, inertia valve, 100mm travel, Brain Fade, external rebound adj., single sided air spring and damper, carbon 1-1/8th to 1.5" steerer
11/8" - 1 1/2" Threadless, Campy style upper and lower cartridge bearing.
Syntace F109, 6 degree rise, 31.8mm clamp
Specialized S-Works XC Carbon low-rise bar, 31.8mm, 640mm wide
Specialized waffle lock on grip
Custom Avid XX R, 160mm rotor
Custom Avid XX R, S/M: 140mm, L: 160mm rotor
Custom Avid XX Hydraulic, tool-less reach adjust, magnesium body, carbon lever
Shimano M971 XTR, DMD, top swing, dual pull
SRAM XX, 10-speed, standard cage
SRAM XX carbon trigger
SRAM XX, 10-speed, 11-36t
SRAM PC-1090, 10-speed
SW OS carbon crank, 10 speed comp. Scubic rings, S/M: 170mm, L: 175mm
N/A
S-Works, OS, integrated
None
Roval Control SL, disc, 24mm
Roval Control SL Carbon, OS 28mm end caps
Roval Control SL
DT Aerolite
SW The Captain, 26x2.0", 120 TPI, tubeless ready Aramid bead, dual comp.
SW Fast Trak LK, 26x2.0", 120 TPI, tubeless ready Aramid bead, dual comp.
Ultralight presta valve
Specialized Body Geometry women's Jett, ti rails, thin foam, 143mm
S-Works Carbon, 30.9mm, single-bolt head, 350mm
36.9mm clamp, one bolt for carbon frame/post
Protective clear coat, derailleur hanger, owners manual

SW STUMPJUMPER FSR CARBON FRAME // FRAME/FORK	S-Works Stumpjumper FSR FACT IS 10M carbon main triangle and seatstays with carbon drive dropout, M5 alloy chainstays, full cartridge bearing pivots, 140mm travel
REAR SHOCK	SBC/Fox AFR Brain Shock, inertia valve, w/ Brain Fade adjust
FORK	Specialized Future Shock S140TA, 140-115mm travel adjust, Trail Tune, Brain Fade, rebound adj., carbon 1-1/8" to 1.5" steerer
HEADSET	1-1/8 - 1 1/2" Threadless, Campy style upper and lower cartridge bearing
FRONT DERAILLEUR	Shimano M971 XTR, DMD, top swing
BOTTOM BRACKET	None
SEATPOST	S-Works Carbon, 30.9mm, single-bolt head, S/M: 350mm, L/XL: 400mm
SEAT BINDER	7050 hard anodized alloy collar w/ QR, 36.9mm clamp ID, for carbon frame
NOTES	Protective clear coat, derailleur hanger, owners manual

S-WORKS STUMPJUMPER HT M5 FRAME	M5 alloy, fully manipulated, curved TT, SS w/ disc brake mount
FORK	None
HEADSET	Campy style cartridge bearings
BOTTOM BRACKET	None
SEATPOST	S-Works Carbon, 30.9mm, single-bolt head, 15.5/17: 350mm, others: 400mm
SEAT BINDER	7050 hard anodized alloy collar w/bolt, 34.9mm clamp ID
NOTES	Protective clear coat, derailleur hanger, owners manual

SPECIFICATIONS ROAD BIKES

	S-WORKS TARMAC SL3 DURA-ACE
FRAME	S-Works Tarmac SL3 FACT 11r, FACT IS construction, compact race design, 1.5" lower HS bearing, OS carbon BB shell
FORK	S-Works Tarmac SL3 FACT carbon, Uni-weave, monocoque construction, OS race for 1.5" bearing, full carbon legs, crown and steerer
HEADSET	Aheadset Stainless Race Steel Balls w/ top cap w/ 20mm of spacers
STEM	S-Works 3D forged with carbon-wrap top and front cap
HANDLEBARS	S-Works SL Carbon, classic bend
TAPE	Specialized S-Works wrap
FRONT BRAKE	Shimano Dura-Ace
REAR BRAKE	Shimano Dura-Ace
BRAKE LEVERS	Shimano Dura-Ace STI, flight deck compatible
FRONT DERAILLEUR	Shimano Dura-Ace
REAR DERAILLEUR	Shimano Dura-Ace
SHIFT LEVERS	Shimano Dura-Ace STI, flight deck compatible
CASSETTE	Shimano Dura Ace, 10-speed, 12-27t
CHAIN	Shimano Dura-Ace
CRANKSET	S-Works Crankset 53x39
CHAINRINGS	53 x 39T
BOTTOM BRACKET	Ceramic bearings
PEDALS	Silver cage/black body, w/ black toe clips and strap
FRONT WHEEL	Roval Rapide SL 45
REAR WHEEL	Roval Rapide SL 45
FRONT TIRE	S-Works Mondo Open Tubular, 700x23c, 290TPI
REAR TIRE	S-Works Mondo Open Tubular, 700x23c, 290TPI
INNER TUBES	Super Light Turbo, 60mm presta valve
SADDLE	Body Geometry Toupe Team w/ hollow Ti rails
SEATPOST	S-Works FACT carbon w/ Zertz insert, 27.2mm
SEAT BINDER	S-Works alloy, 32.6mm clamp
NOTES	Carbon chain stay protector, derailleur hanger, clear coat, owners manual

	S-WORKS TARMAC SL3 SUPER LIGHT
S-Works Tarmac SL3 FACT 11r, FACT IS construction, compact race design, 1.5" lower HS bearing, OS carbon BB shell	
S-Works Tarmac SL3 FACT carbon, Uni-weave, monocoque construction, OS race for 1.5" bearing, full carbon legs, crown and steerer	
Aheadset Stainless Race Steel Balls w/ top cap w/ 20mm of spacers	
S-Works Super Light	
S-Works SL Carbon, classic bend	
Specialized S-Wrap Super Light	
Tektro R970E Magnesium	
Tektro R970E Magnesium	
SRAM RED	
SRAM RED	
SRAM RED	
SRAM RED	
SRAM RED, 10-speed, 11-25t	
KMC X10 Superlight	
S-Works Superlight w/ Ceramic bearings, 53x39	
53 x 39T	
Ceramic bearings	
Silver cage/black body, w/ black toe clips and strap	
Zipp 202	
Zipp 202	
S-Works Mondo Tubular, 700x23c, 290TPI	
S-Works Mondo Tubular, 700x23c, 290TPI	
Super Light Turbo, 60mm presta valve	
Specialized BG Toupe Carbon 143 w/ Hollow Ti rails	
S-Works FACT carbon w/ Zertz insert, 27.2mm	
S-Works alloy, 32.6mm clamp	
Carbon chain stay protector, derailleur hanger, clear coat, owners manual	

	S-WORKS ROUBAIX SL2 DURA-ACE
S-Works Roubaix FACT 10r carbon, FACT IS construction, compact race design w/ Zertz inserts	
S-Works Roubaix full carbon monocoque, w/ Zertz inserts	
Aheadset Stainless Balls w/ top cap w/ 20mm of spacers	
S-Works 3D forged with carbon-wrap top and front cap	
S-Works SL Ergo Carbon	
Specialized S-Works Roubaix wrap with neoprene pads	
Shimano Dura-Ace	
Shimano Dura-Ace	
Shimano Dura-Ace STI, flight deck compatible	
Shimano Dura-Ace	
Shimano Dura-Ace	
Shimano Dura-Ace STI, flight deck compatible	
Shimano Dura Ace, 10-speed, 12-27t	
Shimano Dura-Ace	
S-Works Crankset 50x34	
50 x 34T	
Ceramic bearings	
Silver cage/black body, w/ black toe clips and strap	
Shimano Dura-Ace Carbon Tubeless	
Shimano Dura-Ace Carbon Tubeless	
S-Works Turbo, 700x23c, 127TPI, Tubeless	
S-Works Turbo, 700x23c, 127TPI, Tubeless	
Standard presta valve	
Body Geometry Toupe w/ hollow Ti rails	
S-Works FACT carbon w/ Zertz insert, 27.2mm	
S-Works alloy, 32.6mm clamp	
Carbon chain stay protector, derailleur hanger, clear coat, owners manual	

	S-WORKS AMIRA
S-Works Amira FACT 10r carbon, FACT IS construction, compact women's race geometry	
S-Works Amira FACT carbon monocoque, 11/8 - 1 3/8" tapered steerer	
11/8 - 1 3/8" Aheadset stainless balls w/ top cap, 20mm cone spacer, 20mm flat spacers	
S-Works 3D forged with carbon-wrap top and front cap	
S-Works Ruby SL Ergo Carbon	
Specialized S-Works wrap	
Shimano Dura-Ace	
Shimano Dura-Ace	
Shimano Dura-Ace STI, flight deck compatible	
Shimano Dura-Ace	
Shimano Dura-Ace	
Shimano Dura-Ace STI, flight deck compatible	
Shimano Dura Ace, 10-speed, 12-27t	
Shimano Dura-Ace	
S-Works Crankset	
50 x 34T	
Ceramic bearings	
Silver cage/black body, w/ black toe clips and strap	
Roval Rapide SL	
Roval Rapide SL	
S-Works Mondo Open Tubular, 700x23c, 290TPI	
S-Works Mondo Open Tubular, 700x23c, 290TPI	
Super Light Turbo, 60mm presta valve	
Body Geometry Ruby Gel w/ hollow Cr-Mo rails	
S-Works FACT carbon w/ Zertz insert, 27.2mm	
S-Works alloy, 32.6mm clamp	
Carbon chain stay protector, derailleur hanger, clear coat, owners manual	

FRAMES

	S-WORKS RUBY
FRAME	S-Works FACT 10r carbon, A21 construction, Designs for Women compact design, Zertz inserts
FORK	S-Works FACT carbon, monocoque construction, full carbon legs, crown and steerer w/ Zertz inserts
HEADSET	S-Works Campy style, 1-1/8" integrated threadless, sealed cartridge ceramic bearings w/ stainless steel races, 20mm carbon cone w/ one 10mm and two 5mm carbon spacers
STEM	S-Works Pro-Set, 3D forged, carbon/alloy face plate w/ Ti bolts, carbon top cap, 4-position adjustable
HANDLEBARS	Specialized Ruby SL, FACT carbon Women's handlebar, short-reach drop, ergonomic shaping, 31.8mm
GRIPS	Body Geometry Bar Phat, cork ribbon w/ neoprene padding
FRONT BRAKE	New Shimano Dura Ace
REAR BRAKE	New Shimano Dura Ace
BRAKE LEVERS	New Shimano Dura-Ace, 10-speed STI, flight deck compatible
FRONT DERAILLEUR	Shimano New Dura-Ace, 34.9mm clamp, bottom pull
REAR DERAILLEUR	New Shimano Dura-Ace
SHIFT LEVERS	New Shimano Dura-Ace, 10-speed STI, flight deck compatible
CASSETTE	Shimano Dura-Ace, 10-speed, 11-28t
CHAIN	Shimano Dura-Ace, 10-speed
CRANKSET	S-Works FACT carbon, integrated oversize design
CHAINRINGS	50 x 34t
BOTTOM BRACKET	S-Works oversize integrated
PEDALS	Silver cage, black body, w/ toe clip and strap
RIMS	Mavic R-SYS
FRONT HUB	Mavic R-SYS
REAR HUB	Mavic R-SYS
SPOKES	Carbon and Zicral, tubular
FRONT TIRE	S-Works All Condition, 700x23c 127TPI w/ aramid bead, Flak Jacket
REAR TIRE	S-Works All Condition, 700x23c 127TPI w/ aramid bead, Flak Jacket
INNER TUBES	Specialized Turbo presta valve
SADDLE	Body Geometry Ruby Women's, carbon reinforced base, hollow Ti rails, microfibre cover
SEATPOST	S-Works SL, FACT carbon w/ Zertz insert, 27.2mm
SEAT BINDER	S-Works CNC alloy, 32.6mm
NOTES	Carbon chain stay protector, derailleur hanger, clear coat, owners manual

	S-WORKS TARMAC SL3 FRAMESET
FRAME	S-Works Tarmac SL3 FACT 11r, FACT IS construction, compact race design, 1.5" lower HS bearing, threaded BB shell
FORK	S-Works Tarmac SL3 FACT carbon, Uni-weave, monocoque construction, OS race for 1.5" bearing, full carbon legs, crown and steerer
HEADSET	Aheadset Stainless Race Steel Balls w/ top cap w/ 20mm of spacers
PEDALS	None
SEATPOST	S-Works FACT carbon w/ Zertz insert, 27.2mm
SEAT BINDER	S-Works alloy, 32.6mm clamp
NOTES	Carbon chain stay protector, derailleur hanger, clear coat, owners manual

	S-WORKS ROUBAIX SL2 FRAMESET
S-Works Roubaix FACT 10r carbon, FACT IS construction, compact race design w/ Zertz inserts	
S-Works Roubaix full carbon monocoque, w/ Zertz inserts	
Aheadset Stainless Balls w/ top cap w/ 20mm of spacers	
None	
S-Works FACT carbon w/ Zertz insert, 27.2mm	
S-Works alloy, 32.6mm clamp	
Carbon chain stay protector, derailleur hanger, clear coat, owners manual	

	S-WORKS LANGSTER FRAMESET
S-Works Langster E5 aluminum, smooth welded, integrated headset	
S-Works FACT carbon monocoque	
Aheadset w/ top cap, 20mm of spacers	
Black cage, black body, w/ toe clips and straps	
S-Works FACT carbon w/ Zertz insert, 27.2mm	
Forged alloy	
Chain stay protector, clear coat, owners manual	

MODULE

	S-WORKS SHIV MODULE
FRAME	Specialized FACT 9r Carbon SW SHIV OSBB
FORK	S-Works Shiv
HEADSET	1" x 1 1/8" headset
STEM	S-Works Shiv integrated stem
HANDLEBARS	S-Works Shiv integrated Aero Bar
FRONT BRAKE	S-Works Aero Brake
REAR BRAKE	S-Works Aero Brake
BRAKE LEVERS	Custom Tektro TT levers
CRANKSET	S-Works Crankset 53x39
CHAINRINGS	53 x 39T
BOTTOM BRACKET	Ceramic bearings
SEATPOST	2 posts, set back and zero offset
SEAT BINDER	Integrated w/ frame
NOTES	

	S-WORKS TARMAC SL3 MODULE
S-Works Tarmac SL3 FACT 11r, FACT IS construction, compact race design, 1.5" lower HS bearing, OS carbon BB shell	
SW Tarmac SL3 FACT carbon, Uni-weave, monocoque construction, OS race for 1.5" bearing, full carbon legs, crown and steerer	
Aheadset Stainless Race Steel Balls w/ top cap w/ 20mm of spacers	
None	
None	
None	
None	
None	
S-Works Crankset 53x39	
53 x 39T	
Ceramic bearings	
S-Works FACT carbon w/ Zertz insert, 27.2mm	
S-Works alloy, 32.6mm clamp	
Carbon chain stay protector, derailleur hanger, clear coat, owners manual	

	S-WORKS TRANSITION MODULE
Specialized FACT 9r N'Aero tube shaping, triple monocoque construction, OS BB	
Specialized FACT N'Aero carbon, monocoque constr., 1" steerer	
S-Works 1" integrated threadless, sealed cartridge ceramic bearings w/ stainless steel races, conical cover w/ two 10mm and two 5mm carbon spacers	
None	
None	
None	
None	
None	
S-Works FACT carbon, integrated oversize design	
53 x 39t	
S-Works oversize integrated	
S-Works Transition carbon, forward and setback posts, 2 position	
Transition alloy	
Chain stay protector, derailleur hanger, clear coat, owners manual	

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