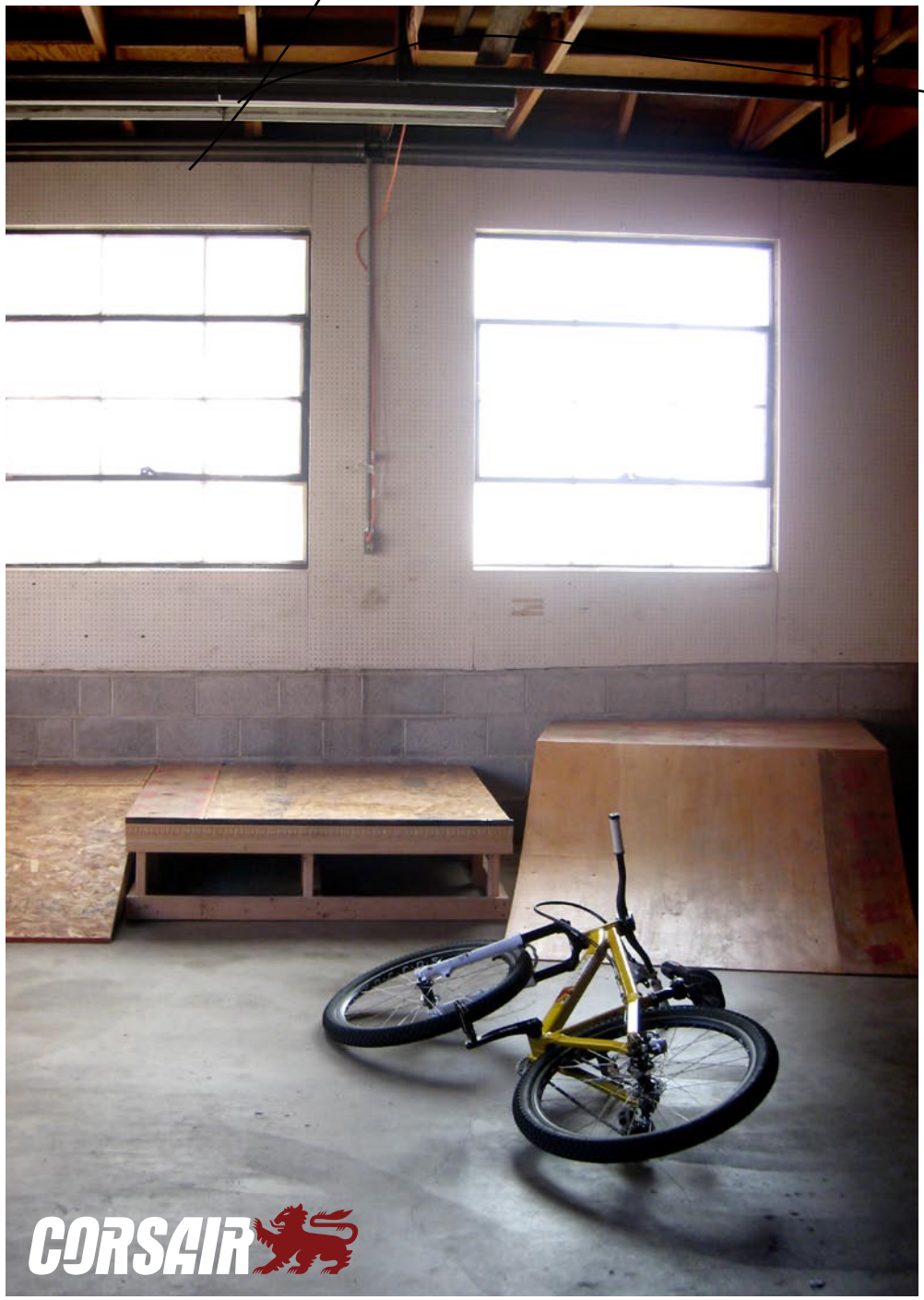
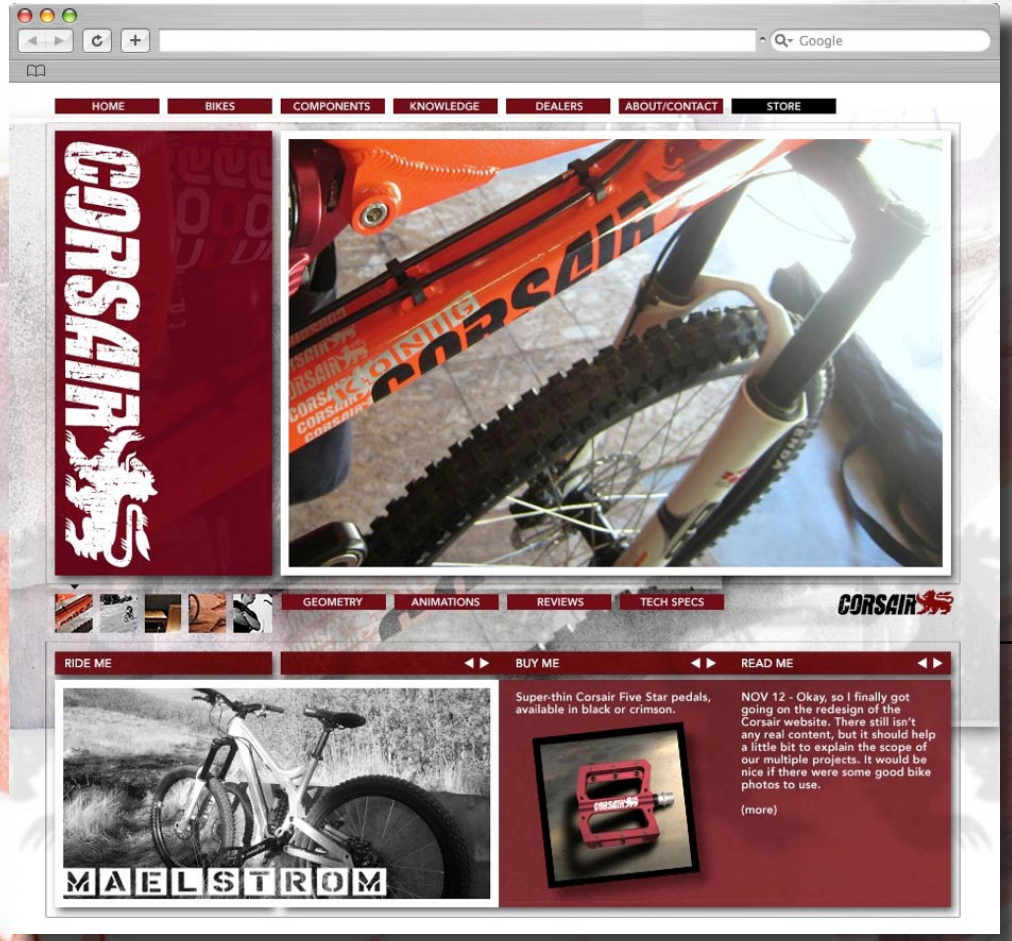
CORSAIR BIKES 2008



For the most up-to date information, additional images of the bikes and parts, animations of our suspension systems, complete technical specifications, the Corsair store and dealer/distributor lists, visit www.corsairbikes.com



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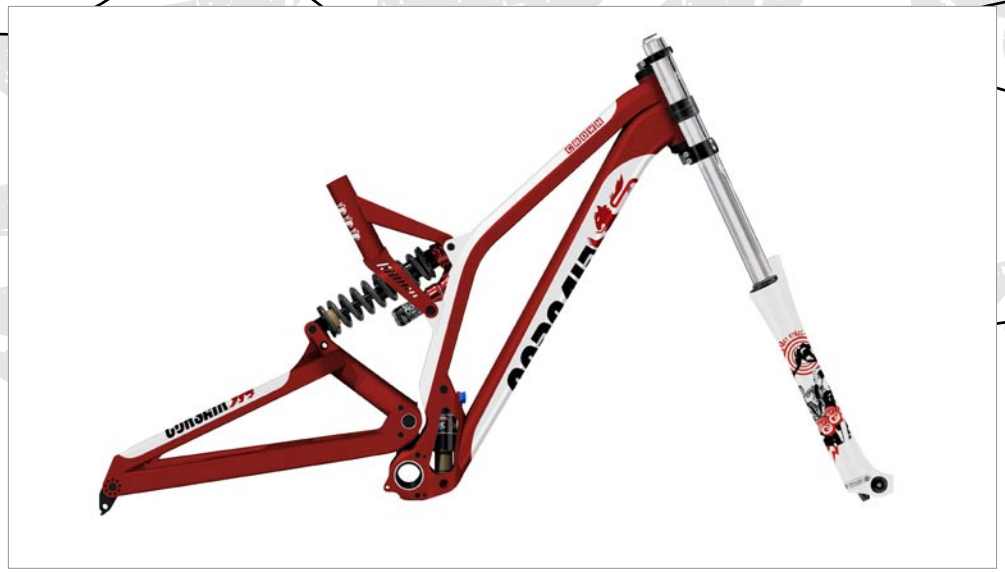
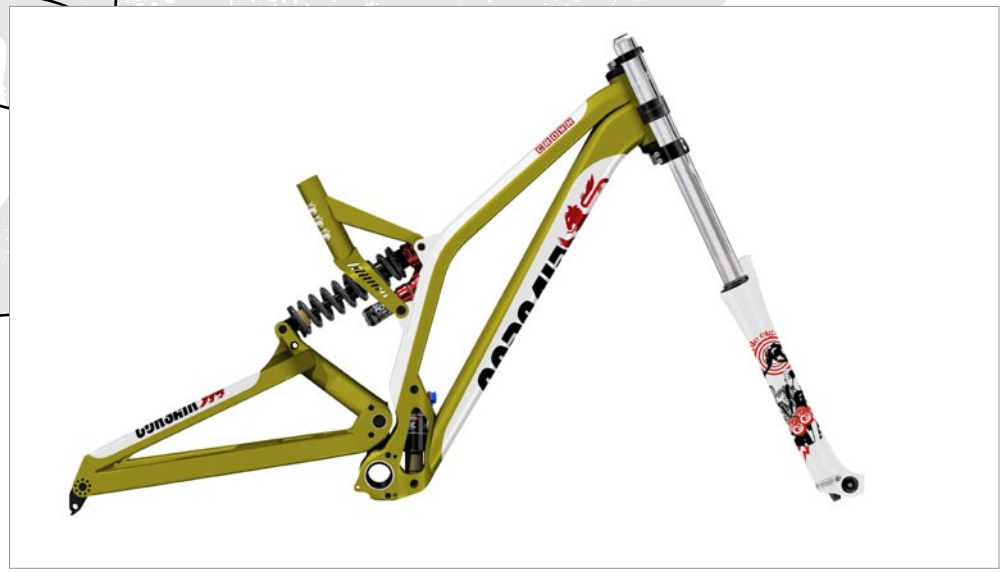




CROWN > Developed to compete on the World Cup DH circuit with an adjustable head-tube, two position primary rear shock and an optional add-on secondary blow-off shock. The Crown is designed to be fully adjustable and tune-able for any DH race course. The Crown's 65˚ head angle, 44.5" wheelbase, 22" effective top tube length and 17" chainstay length may seem normal, but the function and adjustability of this frame are far from typical.

Pedaling Efficiency > Pedaling efficiency is a challenge facing every long-travel bicycle design. The Crown utilizes a swingarm-mounted idler pulley to neutralize chaingrowth and reduce pedal feedback. We have opted for a pulley position that creates a very slight stiffening of the rear swingarm while pedaling. This is often referred to as "anti-squat" and gives a more efficient and responsive pedal feel.

The idler pulley system's effect on chain growth is notable - 11mm at 170mm of travel and 26mm at 240mm of travel are very low numbers, better than many short travel XC bikes, not to mention other DH designs.

Low Mass Swingarm > A swingarm with a low mass can compress and rebound faster while transferring less feedback to the frame. To illustrate this, try swinging the heavy end of a baseball bat versus the lighter end. The Crown's swingarm design allows for more control
of the rear wheel by the suspension.

An important real-world benefit? a light swingarm allows higher tire pressures without sacrificing traction, giving more predictable cornering characteristics and higher straight-line speeds.

Adjustable Headtube Angle > Corsair frames are equipped with a headtube/headset system that allows 3 degrees of headtube angle adjustment. The Crown is shipped with a zero-degree headset that results in a headtube angle of 65 degrees when using a 568mm fork with 203mm of travel. For riders that love to fiddle, our optional 1-degree headset allows the headtube angle to be increased to 66 degrees, or decreased to 64 degrees. The 1-degree headset is also extremely helpful when using a fork that differs from the recommended axle-to-crown measurement.

Center Balance > The pivot point on the Crown is in a mid-high position and is vertically aligned with the bottom bracket. Center balance avoids the heavy feel that can be associated with a forward pivot location by keeping the pivot in line with or behind the bottom bracket. Corsair bikes have a lighter, more maneuverable front end and feel because of the center balance design.

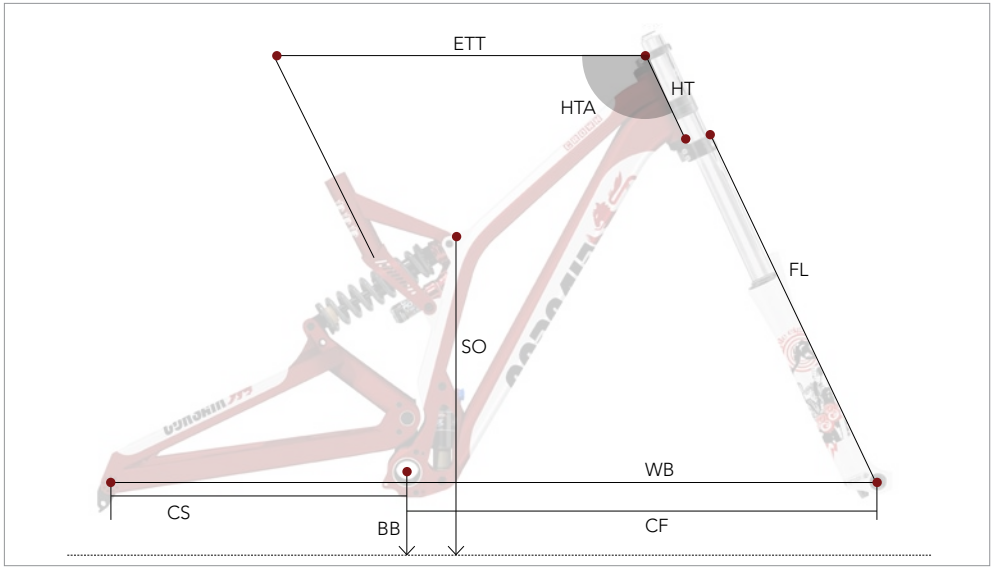
Axle Path > The Crown's axle path is carefully studied to produce maximum suspension performance. The greater the rearward movement of the axle, the more efficient the design becomes at transferring energy to the rear shock and not the frame. Combined with our idler pulley, Center-balance and dual-shock features, the Crown's rearward axle path offers efficient suspension movement and energy management while maintaining a good pedaling feel.

Two Shock System > This system is designed to give the rider the greatest amount of tune-ability possible. For faster, smoother courses, utilize 7" of travel. For a course with larger technical features, using the optional blow-off shock increases travel to 9.5".

The Crown is designed around a 3 x 9.5" e-e main shock. With two shock mounting positions, this allows 7" of travel at 2.2:1, Or 8" at 2.8:1. To make the Crown one of the most tunable platforms available, we add a blow-off shock option that increases travel to a maximum of 240mm and can be tuned independently of the main shock for the ultimate in bottom-out control.

Low Leverage Ratio > While many bikes are developed around suspension systems that result in leverage ratios of approximately 3:1, the low stroke ratios utilized by the Crown result in a number of benefits: First, longer and lower stroke ratio shocks have a larger environment in which to do their work, resulting in less stress on the shock itself, leading to a more durable and longer lasting piece of equipment. Second, longer stroke shocks offer a greater range of adjustability. Finally, lower spring rates result in more sensitive shock reaction.

CORSAIR



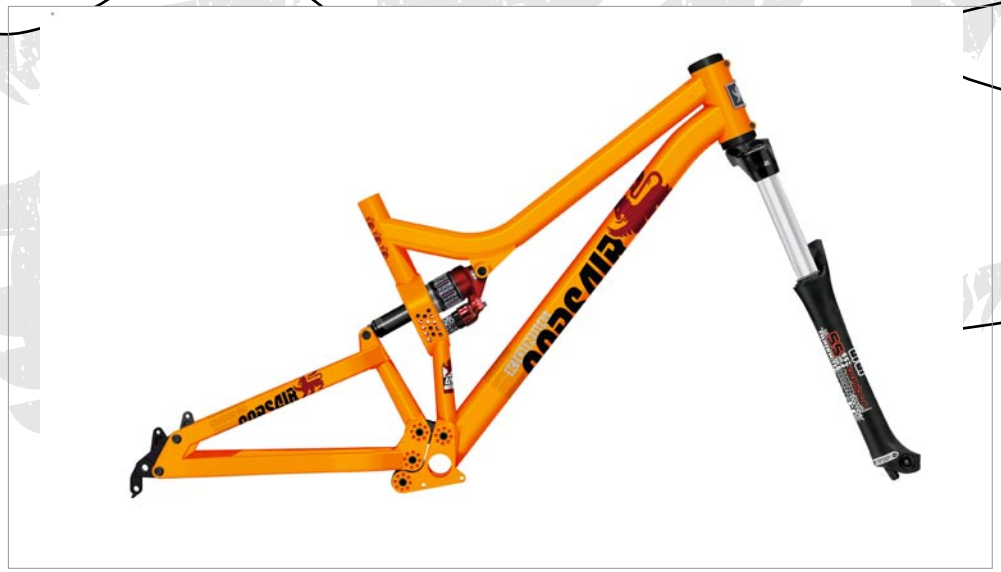
CORSAIR CROWN: DH RACE		REGULAR		LONG	
		mm	in	mm	in
ST	SEAT TUBE LENGTH (C-T)	N/A	N/A	N/A	N/A
STA	SEAT TUBE ANGLE	N/A	N/A	N/A	N/A
OD	SEAT TUBE OD	34.9	1.4	34.9	1.4
ID	SEAT TUBE ID	30.9	1.2	30.9	1.2
ETT	EFFECTIVE TOP TUBE (C-C)	558	22.0	578	22.8
HT	HEAD TUBE LENGTH	110	4.3	110	4.3
HTA	HEAD TUBE ANGLE	65	65	65	65
SO	STAND OVER	694	27.3	694	27.3
CS	CHAIN STAY LENGTH (C-C)	431	17.0	431	17.0
WB	WHEEL BASE (C-C)	1130	44.5	1150	45.3
CF	CENTER TO FRONT (C-C)	699	27.5	719	28.3
DROP	BOTTOM BRACKET DROP	16	0.6	16	0.6
BB	BOTTOM BRACKET HEIGHT	353	13.9	353	13.9
W	BOTTOM BRACKET WIDTH	83	3.3	83	3.3
EE	REAR SHOCK (E-E)	241.3	9.5	241.3	9.5
RSW	REAR SHOCK MOUNT WIDTH	M8 X 22			
RS	REAR SHOCK STROKE	76.2	3.0	76.2	3.0
RT	REAR SUSPENSION TRAVEL	240	9.4	240	9.4
OLD	REAR AXLE WIDTH	150	150	150	150
FL	SUGGESTED FORK LENGTH	568	22.4	568	22.4
FT	FRONT SUSPENSION TRAVEL	203	8.0	203	8.0

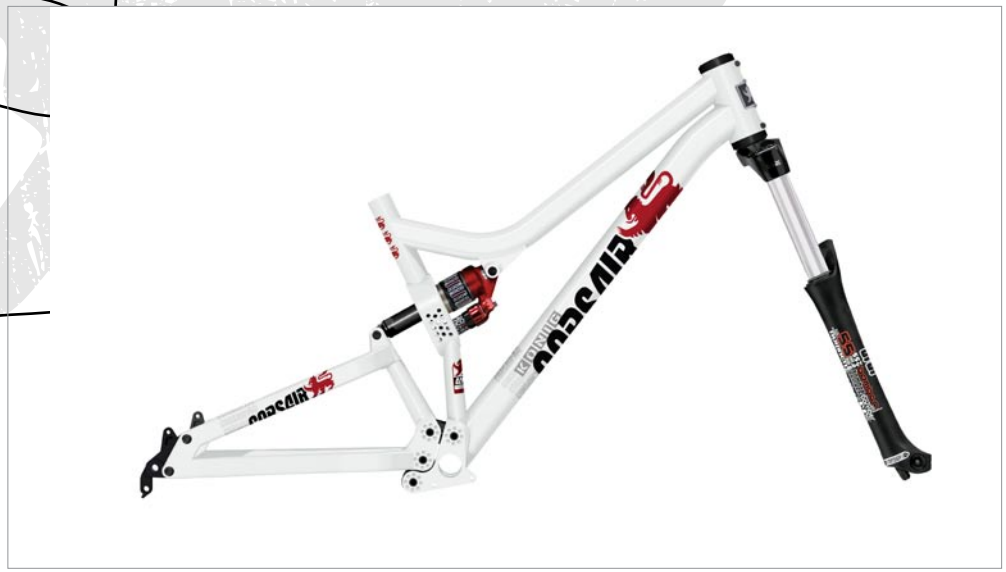
World Cup Build >

Availability: April 2008
Frame: Custom formed and shaped 6061 Aluminum Tubing, dual link swingarm, adjustable headtube angle, replaceable Maxle rear drop-outs

Sizes: Regular, Long
Rear Shock: Marzocchi Roco World Cup 9.5x3", 8x22mm hardware
Fork: Marzocchi 888 RC3, 200mm travel
Headset: Corsair with 0 degree adjustment for 1 1/8" steerer
Stem: Funn Direct Mount, 31.8x45mm
Handlebars: Corsair 7050 triple-butted, 710x31.8x30mm
Grips: Funn Gorilla lock-on
Brakes: Avid Code, 203mm rotors
Rear Der: SRAM X9 mid-cage
Shifters: SRAM X9 trigger
Cassette: SRAM PG-970DH, 11-26
Chain: SRAM PC951
Crankset: Race Face Diabolus, 170mm
Chainring: 36T
Chainguide: E13 LG1
Bottom Bracket: Race Face X-Type, 83mm
Pedals: Corsair Low Profile
Wheels: Corsair 5-Star
Front Hub: Corsair w/ Ceramic Speed Cartridge Bearings 110x20mm thru-axle, 32H
Rear Hub: Corsair w/ Ceramic Speed Cartridge Bearings 150x12mm thru-axle, 32H
Spokes: 2.0 black stainless with w/ silver AtomLab alloy nipples
Rims: Corsair cold-worked, heat treated 32mm wide x 32H
Tires: Kenda Nevegal DH, 26x2.5"
Tubes: Kenda DH
Saddle: Corsair with 7mm chromoly rails
Seatpost: Syncros 30.9mm
Seat QR: Corsair 34.9mm

Corsair Crown is available as a frame only, or as a complete bike.
Specifications subject to change without notice.





KÖNIG > Slopestyle is perhaps the most exciting new cycling discipline seen in years. When creating the König, our goal was to channel the energy of a great run into the engineering and style of our slopestyle frame. Getting off the ground, landing in one piece (at any angle) and getting the bike where you need it to be in a split second require that a bike be light, strong and maneuverable - three things that define the König.

Adjustable Headtube Angle > Corsair frames are equipped with a headtube/headset system that allows 3 degrees of headtube angle adjustment. The König is shipped with a zero-degree headset that results in a headtube angle of 67.5 degrees when using a 530mm fork with 130mm of travel. For riders that love to fine tune their ride, our optional 1-degree headset allows the headtube angle to be increased to 68.5 degrees, or decreased to 66.5 degrees. The 1-degree headset is also extremely helpful when using a fork that differs from the recommended axle-to-crown measurement.

Center Balance > The pivot point on the König is in a mid-high position and is positioned behind the bottom bracket. By positioning the pivot in line with or behind the bottom bracket, Center Balance helps alleviate the heavy feel that can be associated with a forward pivot location. Corsair bikes have a lighter, more maneuverable front end and ride-feel because of the center balance design. This characteristic is mandatory for successful slopestyle athletes.

Center of Gravity > Low center of gravity results in a more maneuverable bike. The König's swingarm pivots are located close to the bottom bracket and the rear shock is located low and rearward, actuated directly by the swingarm. This shock placement is key in achieving the König's low center of gravity.

Low Leverage Ratio > While many bikes are developed around suspension systems that result in leverage ratios of approximately 3:1, the low stroke ratio utilized by the König, 2.5:1, results in a number of benefits: First, longer and lower stroke ratio shocks have a larger environment in which to do theirwork, resulting in less stress on the shock itself, leading to a more durable and longer lasting piece of equipment. Second, longer stroke shocks offer a greater range of adjustability. Finally, lower spring rates result in more sensitive shock reaction.

Rear Suspension Design > At first glance, the König's rear suspension system can draw the labels of a single-pivot, a virtual-pivot or a four-bar link. Once understood, it is easy to see that the König's suspension is quite simple, but with some very important benefits. First, the swingarm is attached to the König's main frame by two links. The purpose of these two links is not to create a virtual-pivot, but instead to offer a far greater amount of stiffness and strength to the rear swingarm. Slopestyle subjects the bikes and riders to extreme, difficult landings, this dual linkage system ensures predictability in performance, as well as durability. Versus a typical single-pivot, the König offers a stiffer, stronger, more predictable ride.

For those people who may think that these dual linkages create a virtual pivot, the truth is that the rear swingarm only pivots off of the upper and rearward pivot resulting in a typical, slightly rearward moving axle-path. So if you wish to categorize this design, it would be a single-pivot four bar design.

Finally, even though this suspension system has been developed for strength, stiffness and high-flying performance, we have found that an additional benefit of this design is a bike that pedals very efficiently.

Serviceability > The König's rear swingarm is attached to the main frame using four pivot-axles. These hard anodized 7075 aluminum axles thread into the frame and are prevented from loosening by Corsairs proprietary 'sure-lock' system. When it comes time for service, the König's suspension uses no washers and has been designed to be among the easiest high-performance bikes to service and maintain.

Fit, Finish & Attention to Detail > As with all Corsair bikes, great time and effort have gone into ensuring that the smallest details are treated with the greatest degree of importance. The König's hardware is recessed into the frame - this creates smooth, clean lines and durable mechanical connections. Our M8 shock mounting bolts use our proprietary design to ensure rattle-free rear shock performance. Corsair's custom-designed, interchangeable dropouts (Maxle or Q.R. compatible options), make our frames more versatile, and Finally, our 12-step painting process (which includes a special extra-durable clear coat) creates a long lasting, high quality finish.

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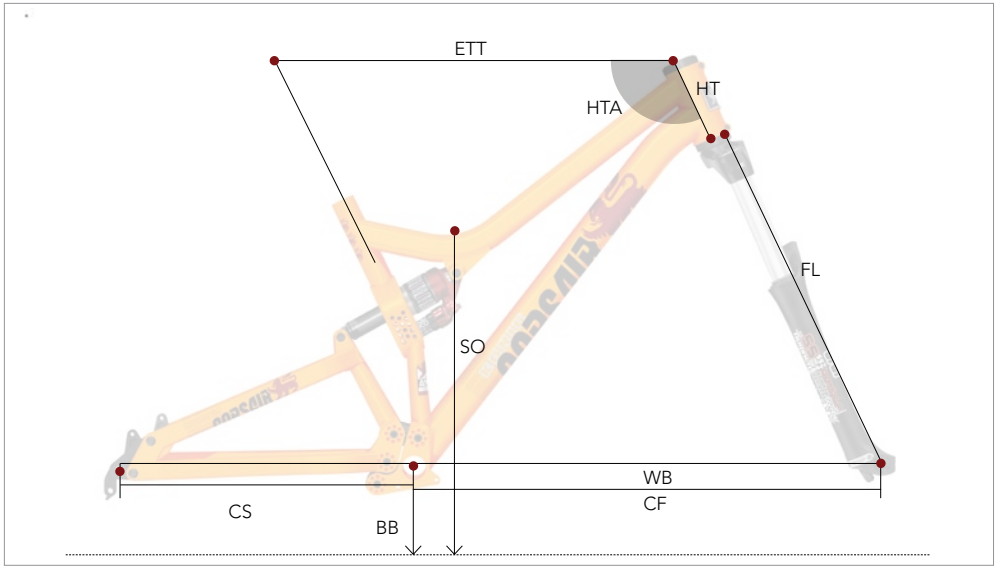


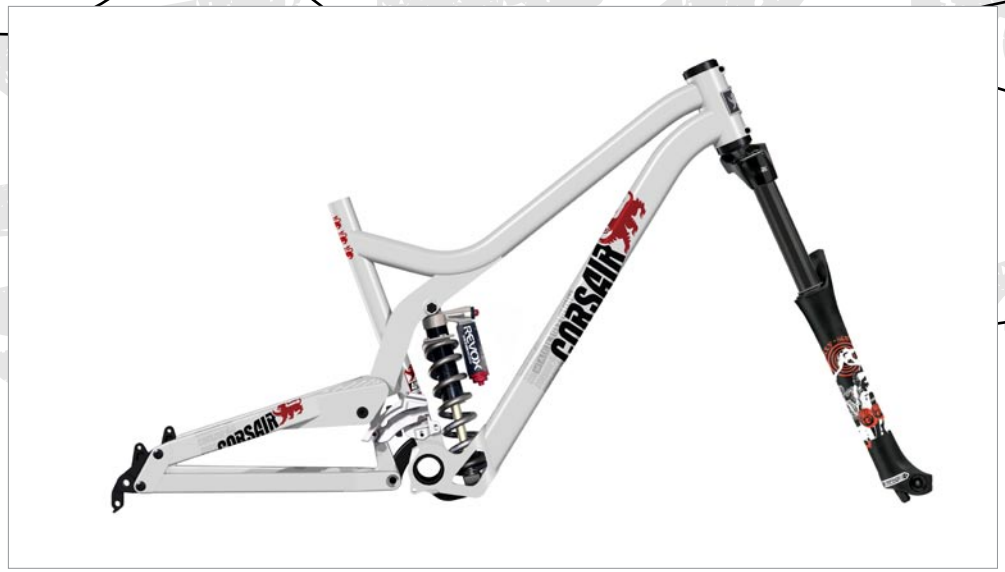
CORSAIR KÖNIG: SLOPESTYLE		REGULAR		LONG	
		mm	in	mm	in
ST	SEAT TUBE LENGTH (C-T)	405	15.9	405	15.9
STA	SEAT TUBE ANGLE	70.8°			
OD	SEAT TUBE OD	34.9	1.4	34.9	1.4
ID	SEAT TUBE ID	30.9	1.2	30.9	1.2
ETT	EFFECTIVE TOP TUBE (C-C)	570	22.4	590	23.2
HT	HEAD TUBE LENGTH	110	4.3	110	4.3
HTA	HEAD TUBE ANGLE	67.5°			
SO	STAND OVER	678	26.7	678	26.7
CS	CHAIN STAY LENGTH (C-C)	419	16.5	419	16.5
WB	WHEEL BASE (C-C)	1070	42.1	1070	42.9
CF	CENTER TO FRONT (C-C)	651	25.6	671	26.4
DROP	BOTTOM BRACKET DROP	0			
BB	BOTTOM BRACKET HEIGHT	343	13.5	343	13.5
W	BOTTOM BRACKET WIDTH	73			
EE	REAR SHOCK (E-E)	190.5	7.5	190.5	7.5
RSW	REAR SHOCK MOUNT WIDTH	M8 X 22			
RS	REAR SHOCK STROKE	50.8	2.0	50.8	2.0
RT	REAR SUSPENSION TRAVEL	130	5.1	130	5.1
OLD	REAR AXLE WIDTH	135			
FL	SUGGESTED FORK LENGTH	530	20.8	530	20.8
FT	FRONT SUSPENSION TRAVEL	130	5.1	130	5.1

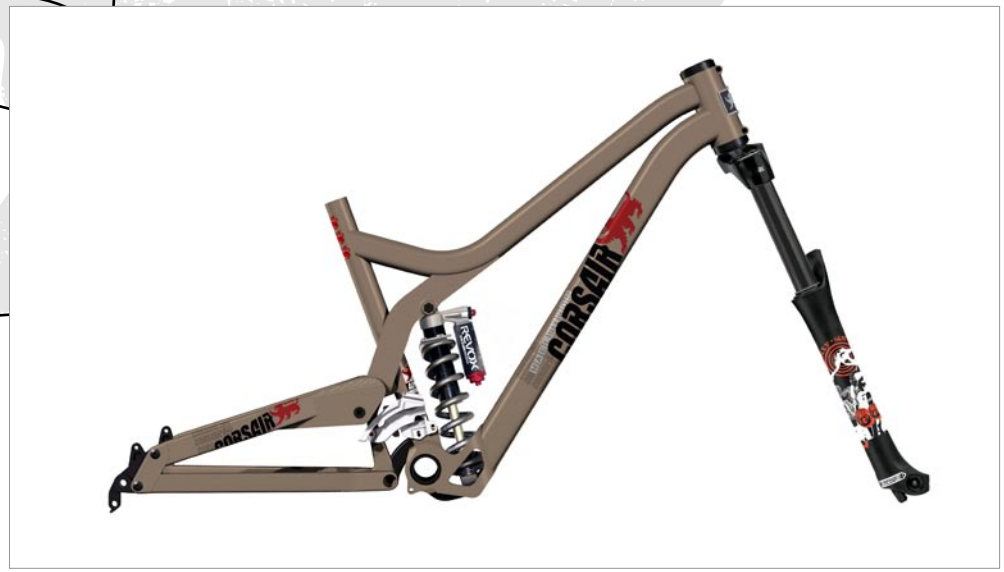
5-Star Build >

Availability: January 2008
Frame: Custom formed and shaped 6061 Aluminum Tubing, dual link swingarm, adjustable headtube angle, replaceable Maxle rear drop-outs

Sizes: Regular, Long
Rear Shock: Marzocchi Roco Air R w/ Piggy Back
7.5" x 2" w/ 22.0mm x 8mm hardware
Fork: Marzocchi 55 ATA w/ 125-165mm adjustable travel, 1 1/8" alloy steerer
Headset: Corsair with 0 degree adjustment for 1 1/8" steerer
Stem: Funn Rippa Stem, 45mm x 31.8mm
Handlebars: Corsair 7050 Triple Butted - 710mm x 31.8 x 30mm rise
Grips: Funn Gorilla Lock-on grips
Brakes: Avid Code w/ 185mm rotors
Front Derailleur: N/A
Rear Derailleur: SRAM X-9 Mid Cage
Shifters: SRAM X-9 Trigger Shifter (Rear)
Cassette: SRAM PG-970DH - 11-26T nine speed
Chain: SRAM PC-951 w/ PowerLink
Crankset: Race Face Diabolis - 170mm arms
Chainrings: 36T Single Chainring
Chainguide: Race Face Diabolis Chain Guide, ISCG 05 Std
Bottom Bracket: Race Face X-Type - 73mm
Pedals: Corsair Low Profile flat pedals
Wheels: Corsair 4-Star wheelset
Front Hub: Corsair Cartridge bearing (2) 110 x 20mm Thru Axle - 32H
Rear Hub: Corsair Cartridge bearing (4) 135mm x 12mm Thru Axle - 32H
Spokes: Stainless 2.2- 2.0 Black Single Butted Stainless Steel
w/ silver AtomLab alloy nipples
Rims: Corsair Cold Worked and Heat Treated - 32mm wide x 32H
Tires: Kenda Nevegal - 26x2.35"
Tubes: Kenda DH inner tubes
Saddle: Corsair w/ 7mm Chromoly rails
Seatpost: Syncros 30.9mm
Seat QR: Corsair - 34.9mm

Corsair König is available as a frame only, or as a complete bike.
Specifications subject to change without notice





MAELSTROM > Freeride means different things to different people. For some it is lift-assisted park riding, for others it is epic back-country adventures, and for another group, it is having a single bike that can do all of the above in addition to the occasional DH race. The Maelstrom is packed with design and engineering features that give riders of all types a bike that performs admirably in a wide range of conditions, offering high-performance climbing and pedaling efficiency while providing 7" (180mm) of super high quality rear wheel travel.

Adjustable Headtube Angle > Corsair frames are equipped with a headtube/headset system that allows 3 degrees of headtube angle adjustment. The Maelstrom is shipped with a zero-degree headset that results in a headtube angle of 66 degrees when using a 565mm fork with 180mm of travel. For riders that love to fine tune their ride, our optional 1-degree headset allows the headtube angle to be increased to 67 degrees, or decreased to 65 degrees. The 1-degree headset is also extremely helpful when using a fork that differs from the recommended axle-to-crown measurement.

Center Balance > The pivot point on the Maelstrom is in a mid-high position and is positioned behind the bottom bracket. By putting the pivot in line with or behind the bottom bracket, Center Balance helps alleviate the heavy feel that can be associated with a forward pivot location. Corsair bikes have a lighter, more maneuverable front end and ride-feel because of the center balance design.

Center of Gravity > Low center of gravity results in a more maneuverable bike. The Maelstrom's single swingarm pivot is located mid-high on the seat tube and behind the centerline of the bottom bracket. The rear shock is mounted low and just in front of the seat tube allowing for an uninterrupted seat tube which allows for full seat height adjustment. These placements are key in achieving the Maelstrom's low center of gravity.

Low Leverage Ratio > Many bikes utilize suspension systems that result in leverage ratios of approximately 3:1, whereas the Maelstrom has a leverage ratio of 2:1, (7" of rear wheel travel with 3.5" of shock stroke) This 2:1 ratio has a number of benefits: First, longer and lower stroke ratio shocks have a larger environment in which to do their work, resulting in less stress on the shock itself, which leads to more durable/longer lasting equipment. Second, longer stroke shocks offer a greater range of adjustability. Finally, lower spring rates result in more sensitive shock reaction.

Rear Suspension Design > The Maelstrom features a single pivot rear suspension design. Designed for serious pedaling, the Maelstrom includes a full length seat tube which allows for full saddle height adjustability. The bikes 10.5" x 3.5" (267x90mm) rear shock is actuated by an innovative rocker link that pivots around the bottom bracket shell. Finally, the Maelstrom's mid-high rearward mounted swingarm means that the overall swingarm length is short – resulting in optimal lateral stiffness and a lightweight swingarm, both of which contribute to high quality suspension performance.

Axle Path > The Maelstrom's axle path has been carefully considered in order to produce maximum suspension performance. Specifically, a high rearward pivot location is used to achieve a rearward axle path. The greater the rearward movement of the axle, the more efficient the design becomes at transferring energy to the rear shock rather than the frame. By combining this pivot placement with our idler pulley system, the Maelstrom's axle path offers high quality suspension movement and energy management while providing for efficient pedaling.

Pedaling Efficiency > Pedaling efficiency is a challenge facing every long-travel bicycle design. The Maelstrom utilizes a swingarm-mounted idler pulley to neutralize chain-growth and reduce pedal feedback in all three chainrings. This pulley position that creates a very slight stiffening of the rear swingarm while pedaling – a functionality often referred to as "anti-squat"– which results in a more efficient and responsive pedal feel. The idler pulley system's effect on chain growth is notable - 5mm of chainpull at 180m travel is a very low number, better than many short travel XC bikes (not to mention other Freeride and DH designs). The Maelstrom's idler pulley system supports the use of a front derailleur and offers the ability to use one, two or three chainrings.

Serviceability > The Maelstrom's rear swingarm is attached to the main frame using our washerless SureLock axle system which prevents the hard anodized 7075 aluminum axle from loosening. When it comes time for service, this simple system is among the easiest high-performance bikes to service and maintain.

Fit, Finish & Attention to Detail > As with all Corsair bikes, great time and effort have gone into ensuring that the smallest details are treated with the greatest degree of importance. The Maelstrom's hardware is recessed into the frame, creating smooth, clean lines and durable mechanical connections. Our M8 shock mounting bolts use a proprietary design to ensure rattle-free rear shock performance. Corsair's custom-designed, interchangeable dropouts (Maxle or Q.R. compatible options), make our frames more versatile, and our 12-step painting process (which includes a special extra-durable clear coat) creates a long lasting, high quality finish.

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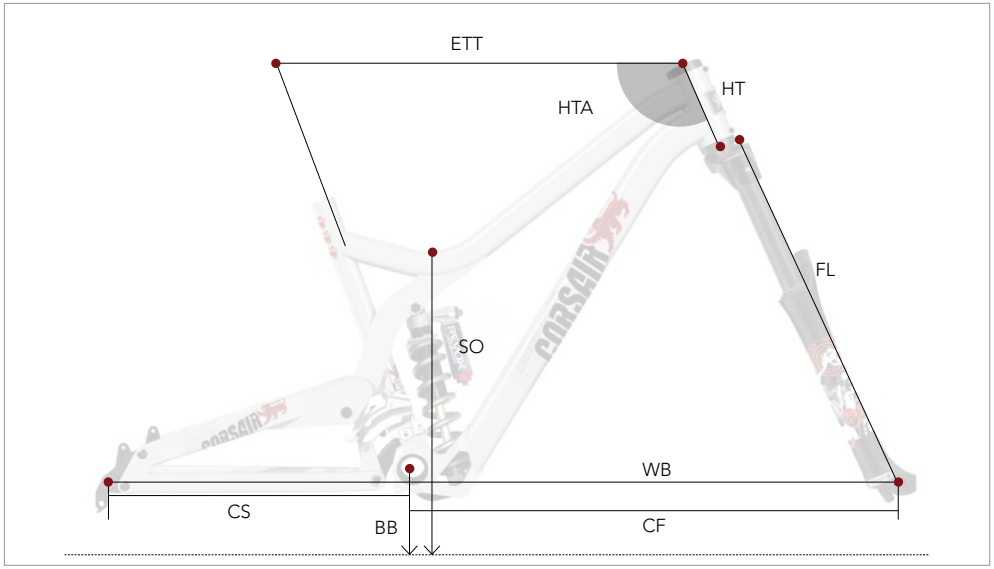


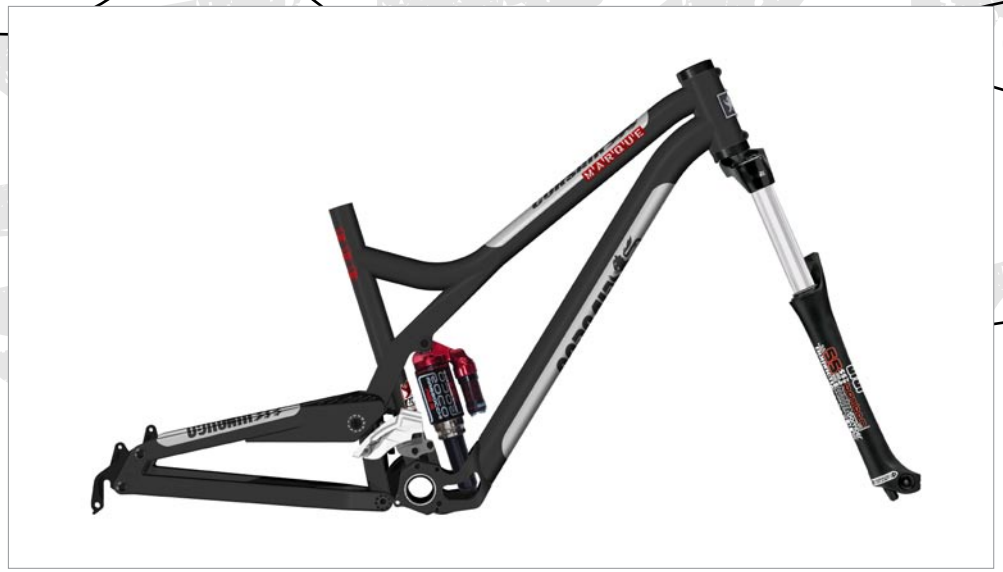
CORSAIR MAELSTROM: FREERIDE		SMALL		MEDIUM		LARGE	
		mm	in	mm	in	mm	in
ST	SEAT TUBE LENGTH (C-T)	410	16.1	450	17.7	450	17.7
STA	SEAT TUBE ANGLE	71.5°		71.5°		71.5°	
OD	SEAT TUBE OD	34.9	1-3/8	34.9	1-3/8	34.9	1-3/8
ID	SEAT TUBE ID	30.9		30.9		30.9	
ETT	EFFECTIVE TOP TUBE (C-C)	577	22.7	597	23.5	617	24.3
HT	HEAD TUBE LENGTH	110	4.3	110	4.3	110	4.3
HTA	HEAD TUBE ANGLE	66°		66°		66°	
SO	STAND OVER	659	25.9	659	25.9	659	25.9
CS	CHAIN STAY LENGTH (C-C)	431	17.0	431	17.0	431	17.0
WB	WHEEL BASE (C-C)	1130	44.5	1150	45.3	1170	46.1
CF	CENTER TO FRONT (C-C)	699	27.5	719	28.3	739	29.1
DROP	BOTTOM BRACKET DROP	16	0.6	16	0.6	16	.6
BB	BOTTOM BRACKET HEIGHT	359	14.1	359	14.1	359	14.1
W	BOTTOM BRACKET WIDTH	83	3.3	83	3.3	83	3.3
EE	REAR SHOCK (E-E)	267	10.5	267	10.5	267	10.5
RSW	REAR SHOCK MOUNT WIDTH	M8 X 22					
RS	REAR SHOCK STROKE	89	3.5	89	3.5	89	3.5
RT	REAR SUSPENSION TRAVEL	180	7.1	180	7.1	180	7.1
OLD	REAR AXLE WIDTH	150					
FL	SUGGESTED FORK LENGTH	565	22.2	565	22.2	565	22.2
FT	FRONT SUSPENSION TRAVEL	180	7.1	180	7.1	180	7.1

Five-Star Build >

Availability: April 2008
Frame: Custom formed and shaped 6061 Aluminum Tubing, mid-high single pivot swingarm, adjustable headtube angle, replaceable Maxle rear drop-outs

Rear Shock: Manitou X6 10.5 x 3.5" w/ 22.0mm x 8mm hardware
Fork: Marzocchi 66 ATA, 1 1/8" alloy steerer
Headset: Corsair with 0 degree adjustment for 1 1/8" steerer
Stem: Funn Rippa Stem, 45mm x 31.8mm
Handlebars: Corsair 7050 Triple Butted - 710mm x 31.8 x 30mm rise
Grips: Funn Gorilla Lock-on grips
Brakes: Avid Code w/ 185mm rotors
Front Derailleur: Shimano XT, (M760-E), bolted to frame
Rear Derailleur: SRAM X-9 Long Cage
Shifters: SRAM X-9 Trigger Shifter (Front and Rear)
Cassette: SRAM PG-970 - 11-34T nine speed
Chain: SRAM PC-951 w/ PowerLink
Crankset: Race Face Diabolis - 175mm arms
Chainrings: 24/36T Chainrings w/ Bashring
Chainguide: Black Spire Stinger
Bottom Bracket: Race Face X-Type - 83mm
Pedals: Corsair Low Profile flat pedals
Wheels: Corsair 5-Star
Front Hub: Corsair w/ Ceramic Speed Cartridge Bearings 110x20mm thru-axle, 32H
Rear Hub: Corsair w/ Ceramic Speed Cartridge Bearings 150x12mm thru-axle, 32H
Spokes: Stainless 2.2- 2.0 Black Single Butted Stainless Steel
w/ silver AtomLab alloy nipples
Rims: Corsair cold-worked, heat treated 32mm wide x 32H
Tires: Kenda Nevegal - 26x2.5"
Tubes: Kenda DH inner tubes
Saddle: Corsair w/ 7mm Chromoly rails
Seatpost: Syncros 30.9mm
Seat QR: Corsair - 34.9mm

Corsair Maelstrom is available as a frame only, or as a complete bike.
Specifications subject to change without notice.



MARQUE > Representing the newest breed of All-Mountain/Trail bikes the Marque is lightweight but tough. It is ideally suited for the rider who requires more travel than is offered by the typical XC bike but still demands efficient pedaling and climbing characteristics. With over 5" (130mm) of high-quality travel, the Marque quite simply out-climbs and out-descends anything else in its class. As with all other Corsair models, this frame features an adjustable headtube angle, and replaceable Maxle rear drop-outs.

Adjustable Headtube Angle > Corsair frames are equipped with a headtube/headset system that allows 3 degrees of headtube angle adjustment. The Marque is shipped with a zero-degree headset that results in a headtube angle of 67 degrees when using a 510mm fork with 130mm of travel. For riders that love to fine tune their ride, our optional 1-degree headset allows the headtube angle to be increased to 68 degrees, or decreased to 66 degrees. The 1-degree headset is also extremely helpful when using a fork that differs from the recommended axle-to-crown measurement.

Center Balance > The pivot point on the Marque is in a mid-high position and is positioned behind the bottom bracket. By positioning the pivot in line with or behind the bottom bracket, Center Balance helps alleviate the heavy feel that can be associated with a forward pivot location. Corsair bikes have a lighter, more maneuverable front end and ride-feel because of the center balance design. This characteristic is mandatory for successful slopestyle athletes.

Center of Gravity > Low center of gravity results in a more maneuverable bike. The Marque's swingarm pivots are located close to the bottom bracket and the rear shock is located low and close to the bottom bracket. This shock placement is a key in achieving the Marque's low center of gravity.

Low Leverage Ratio > While many bikes are developed around suspension systems that result in leverage ratios of approximately 3:1, the low 2:1 stroke ratio (5" (130mm) of rear wheel travel and 2.5" (65mm) of shock stroke) utilized by the Marque, results in a number of benefits: First, longer and lower stroke ratio shocks have a larger environment in which to do their work, resulting in less stress on the shock itself, leading to a more durable and longer lasting piece of equipment. Second, longer stroke shocks offer a greater range of adjustability. Finally, lower spring rates result in more sensitive shock reaction.

CORSAIR

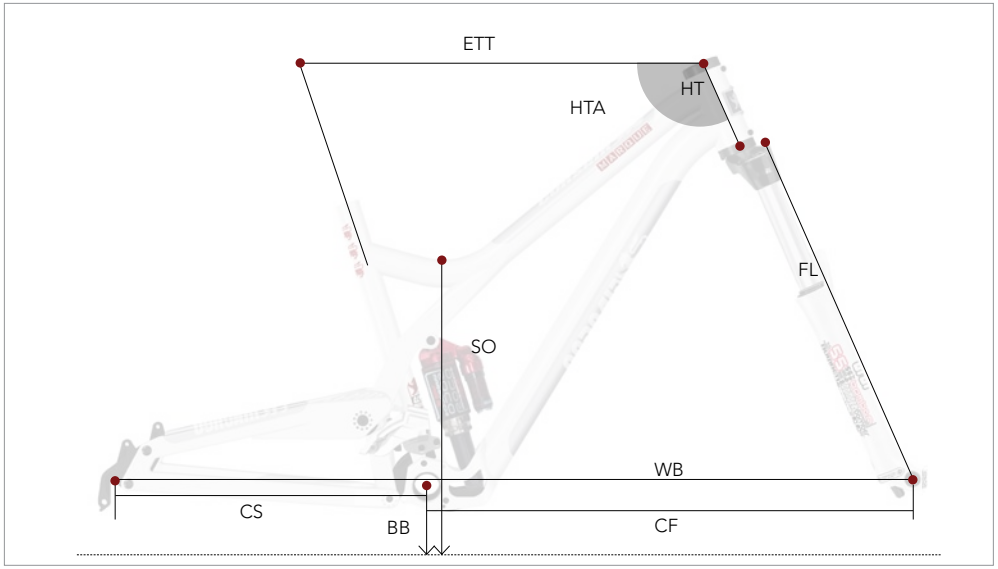
Rear Suspension Design > The Marque features a single pivot rear suspension design. Designed for serious pedaling, the Marque includes a full length seat tube which allows for full saddle height adjustability. The bikes 9.5" x 2.5" (240x65mm) rear shock is actuated by an innovative rocker link that pivots around the bottom bracket shell. Finally, the Marque's mid-high rearward mounted swingarm means that the overall swingarm length is short – resulting in optimal lateral stiffness and a lightweight swingarm, both of which contribute to high quality suspension performance.

Axle Path > The Marque's axle path is designed to produce maximum suspension performance. Specifically, a high rearward pivot location is used to achieve a rearward axle path. The greater the rearward movement of the axle, the more efficient the design becomes at transferring energy to the rear shock rather than the frame. By combining this pivot placement with our idler pulley system, the Marque's axle path offers high quality suspension movement and energy management while providing for efficient pedaling.

Pedaling Efficiency > Pedaling efficiency is a challenge facing every long-travel bicycle design. The Marque utilizes a swingarm-mounted idler pulley to neutralize chain-growth and reduce pedal feedback in all three chainrings. This pulley position creates a very slight stiffening of the rear swingarm while pedaling – a functionality often referred to as "anti-squat"– which results in a more efficient and responsive pedal feel. The idler pulley system's effect on chain growth is notable - ?mm of chainpull at 130m travel is a very low number, better than many short travel XC bikes (not to mention other Trail and All Mountain designs). The Marque's idler pulley system supports the use of a front derailleur and offers the ability to use one, two or three chainrings.

Serviceability > The Marque's rear swingarm is attached to the main frame using our washerless SureLock axle system which prevents the hard anodized 7075 aluminum axle from loosening. When it comes time for service, this simple system is among the easiest high-performance bikes to service and maintain.

Fit, Finish & Attention to Detail > As with all Corsair bikes, great time and effort have gone into ensuring that the smallest details are treated with the greatest degree of importance. The Marque's hardware is recessed into the frame - this creates smooth, clean lines and durable mechanical connections. Our M8 shock mounting bolts use our proprietary design to ensure rattle-free rear shock performance. Corsair's custom-designed, interchangeable dropouts (Maxle or Q.R. compatible options), make our frames more versatile, and finally, our 12-step painting process (which includes a special extra-durable clear coat) creates a long lasting, high quality finish.



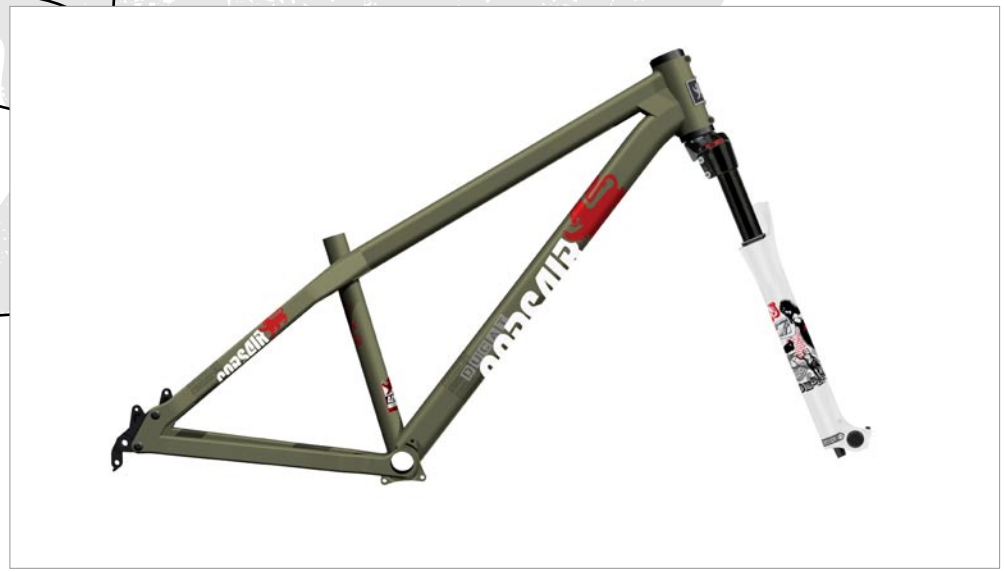
CORSAIR MARQUE: ALL-MOUNTAIN		SMALL		MEDIUM		LARGE	
		mm	in	mm	in	mm	in
ST	SEAT TUBE LENGTH (C-T)	411	16.2	411	16.2	483	19
STA	SEAT TUBE ANGLE	74.1°		74.1°		74.1°	
OD	SEAT TUBE OD	34.9	1-3/8	34.9	1-3/8	34.9	1-3/8
ID	SEAT TUBE ID	30.9		30.9		30.9	
ETT	EFFECTIVE TOP TUBE (C-C)	560	22.0	580	22.8	600	23.6
HT	HEAD TUBE LENGTH	110	4.3	110	4.3	110	4.3
HTA	HEAD TUBE ANGLE	67°		67°		67°	
SO	STAND OVER	672	26.5	672	26.5	703	27.7
CS	CHAIN STAY LENGTH (C-C)	431	17.0	431	17.0	431	17.0
WB	WHEEL BASE (C-C)	1107	43.6	1127	44.4	1147	45.2
CF	CENTER TO FRONT (C-C)	676	26.6	676	27.6	676	27.6
DROP	BOTTOM BRACKET DROP	12		12		12	
BB	BOTTOM BRACKET HEIGHT	331	13	331	13	331	13
W	BOTTOM BRACKET WIDTH	73		73		73	
EE	REAR SHOCK (E-E)	215.9	8.5	215.9	8.5	215.9	8.5
RSW	REAR SHOCK MOUNT WIDTH	M8 X 22					
RS	REAR SHOCK STROKE	63.5	2.5	63.5	2.5	63.5	2.5W
RT	REAR SUSPENSION TRAVEL	130		130		130	
OLD	REAR AXLE WIDTH	135					
FL	SUGGESTED FORK LENGTH	510	20.1	510	20.1	510	20.1
FT	FRONT SUSPENSION TRAVEL	130	5.1	130	5.1	130	5.1

Five-Star Build >

Availability: April 2008
Frame: Custom formed and shaped 6061 Aluminum Tubing, mid-high single pivot swingarm, adjustable headtube angle, replaceable Maxle rear drop-outs

Rear Shock: Marzocchi Roco Air R w/ Piggy Back - 8.5"x2.5" w/ 22.0 x 8mm hardware
Fork: Marzocchi 55 ATA w/ 125-165mm adjustable travel, 1 1/8" alloy steerer
Headset: Corsair with 0 degree adjustment for 1 1/8" steerer
Stem: Syncros AM Stem, 60mm-90mm x 31.8mm
Handlebars: Corsair 7050 Triple Butted - 690mm x 31.8 x 30mm rise
Grips: Funn Gorilla Lock-on grips
Brakes: Avid Juicy 7 w/ 185mm rotors
Front Derailleur: Shimano XT, (M760-E), bolted to frame
Rear Derailleur: SRAM X-9 Long Cage
Shifters: SRAM X-9 Trigger Shifter (Front and Rear)
Cassette: SRAM PG-970 - 11-34T nine speed
Chain: SRAM PC-951 w/ PowerLink
Crankset: Race Face Atlas - 175mm arms
Chainrings: 22/32/44T Chainrings
Bottom Bracket: Race Face X-Type - 73mm
Pedals: Corsair Low Profile flat pedals
Wheels: Corsair 5-Star wheelset
Front Hub: Corsair w/ Ceramic Speed Cartridge Bearings 110x20mm thru-axle, 32H
Rear Hub: Corsair w/ Ceramic Speed Cartridge Bearings 150x12mm thru-axle, 32H
Spokes: 2.0-1.8-2.0 Black Double Butted Stainless w/ silver AtomLab alloy nipples
Rims: Corsair Cold Worked and Heat Treated - 28mm wide x 32H
Tires: Kenda Nevegal - 26x2.35"
Tubes: Kenda Standard weight inner tubes
Saddle: Corsair w/ 7mm Chromoly rails
Seatpost: Syncros 30.9mm
Seat QR: Corsair - 34.9mm

Corsair Marque is available as a frame only, or as a complete bike.
Specifications subject to change without notice.



DUCAT > The Ducat is designed to be both durable and agile, with a dialed in frame geometry, an adjustable headtube angle, and replaceable Maxle rear drop-outs. A straight-up bike that incorporates Corsair's signature frame features.

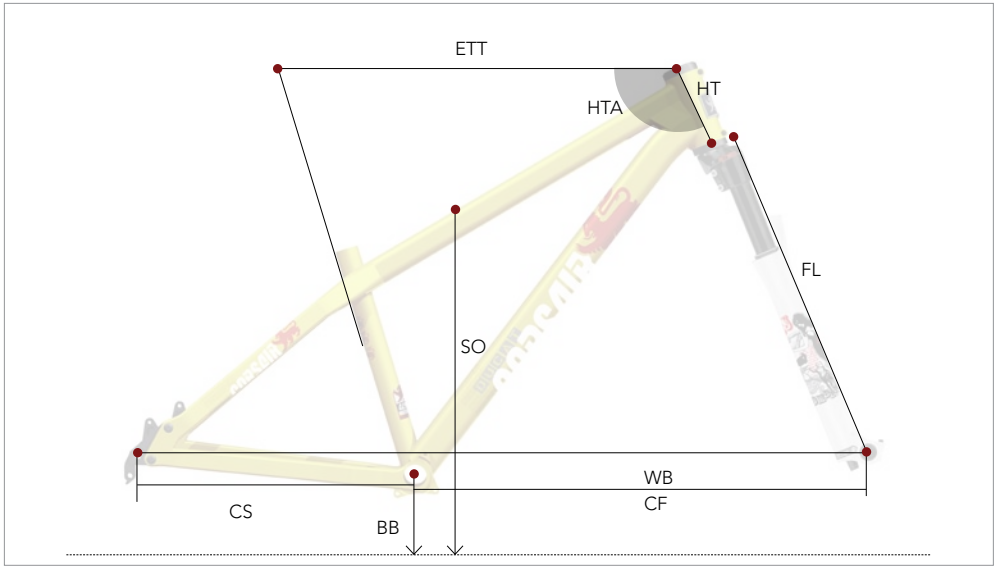
Dialed Geometry > Precise angles for perfect execution. Chainstay length is 15.9" (405mm), effective top tube length is 21.6" (reg) or 22.8" (long), and bottom bracket height is 12.2" (310mm).

Adjustable Headtube Angle > Corsair frames are equipped with a headtube/headset system that allows 3 degrees of headtube angle adjustment. The Ducat is shipped with a zero-degree headset that results in a headtube angle of 69 degrees when using a 491mm fork with 100mm of travel. For riders that love to fine tune their ride, our optional 1-degree headset allows the headtube angle to be increased to 70 degrees, or decreased to 68 degrees. The 1-degree headset is also extremely helpful when using a fork that differs from the recommended axle-to-crown measurement.

Replaceable Drop-outs > The Ducat has the same drop-outs options as those offered on the König and Maelstrom frames. Depending on your riding style and preferred bike set-up, the Ducat can be fitted with 12mm Maxle, 10mm QR or Horizontal drop-outs. CNC machined to a width of 10mm, Corsair drop-outs are accurate and tough.

Fit, Finish & Attention to Detail > As with all Corsair bikes, great time and effort have gone into ensuring that the smallest details are treated with the greatest degree of importance. Our 12-step painting process (which includes a special extra-durable clear coat) creates a long lasting, high quality finish.

CORSAIR



CORSAIR DUCAT: DIRT JUMP / PARK / STREET		REGULAR		LONG	
		mm	in	mm	in
ST	SEAT TUBE LENGTH (C-T)	350	13.8	350	13.8
STA	SEAT TUBE ANGLE	73°			
OD	SEAT TUBE OD	34.9	1.4	34.9	1.4
ID	SEAT TUBE ID	30.9	1.2	30.9	1.2
ETT	EFFECTIVE TOP TUBE (C-C)	548	21.6	578	22.8
HT	HEAD TUBE LENGTH	110	4.3	110	4.3
HTA	HEAD TUBE ANGLE	69°			
SO	STAND OVER	668	26.3	668	26.3
CS	CHAIN STAY LENGTH (C-C)	405	15.9	405	15.9
WB	WHEEL BASE (C-C)	1030	40.6	1060	41.7
CF	CENTER TO FRONT (C-C)	626	24.6	656	25.8
DROP	BOTTOM BRACKET DROP	33			
BB	BOTTOM BRACKET HEIGHT	310	12.2	310	12.2
W	BOTTOM BRACKET WIDTH	73			
OLD	REAR AXLE WIDTH	135			
FL	SUGGESTED FORK LENGTH	491	19.3	491	19.3
FT	FRONT SUSPENSION TRAVEL	100	3.9	100	3.9

5-Star Build >

Availability: January 2008
Frame: Custom formed and shaped 6061 Aluminum Tubing, adjustable headtube angle, replaceable Maxle rear drop-outs

Sizes: Regular, Long
Fork: Marzocchi Dirt Jumper 1, 1 1/8" alloy steerer
Headset: Corsair with 0 degree adjustment for 1 1/8" steerer
Stem: Funn Rippa Stem, 45mm x 31.8mm
Handlebars: Corsair 7050 Triple Butted - 690mm x 31.8 x 30mm rise
Grips: Funn Gorilla Lock-on grips
Brakes: Avid Juicy 7 w/ 160mm rotors
Rear Derailleur: SRAM X-9 Mid Cage
Shifters: SRAM X-9 Trigger Shifter (Rear)
Cassette : SRAM PG-970DH - 11-26T nine speed
Chain: SRAM PC-951 w/ PowerLink
Crankset: Race Face Diabolis - 170mm arms
Chainrings: 32T Single Chainring
Chainguide: Race Face Diabolis Chain Guide, ISCG 05 Std
Bottom Bracket: Race Face X-Type - 73mm
Pedals: Corsair Low Profile flat pedals
Wheels: Corsair 4-Star Wheelset
Front Hub: Corsair Cartridge bearing (2) 110 x 20mm Thru Axle - 32H
Rear Hub: Corsair Cartridge bearing (4) 135mm x 12mm Thru Axle - 32H
Spokes: 2.2- 2.0 Black Single Butted Stainless Steel w/ silver AtomLab alloy nipples
Rims: Corsair Cold Worked and Heat Treated - 32mm wide x 32H
Tires: Kenda K-RAD - 26x2.30"
Tubes: Kenda Standard weight inner tubes
Saddle: Corsair w/ 7mm Chromoly rails
Seatpost: Syncros 30.9mm
Seat QR: Corsair - 34.9mm

Corsair Ducat is available as a frame only, or as a complete bike.
Specifications subject to change without notice

Corsair Inside Design

"Inside Design" is the phrase we use to describe Corsair's commitment to good quality solutions and beautiful equipment. The parts included in this range are all products that we tweak to make better, or design from the ground up in order to make bikes that do exactly what we want and that look as good as they ride.

CORSAIR LOW PROFILE PEDALS >
Availability: February 2008. High performance and durable. Super-low profile, chromoly axle with two sealed cartridge bearings and bushings, replaceable cap screw pins. Black or Corsair Red Anodized

CORSAIR SADDLES >
Availability: February 2008. Embossed Ultrasuede top cover, Black Kevlar side and back panels, and embroidered logo. Heat treated 7mm chromoly rails. Colors: White/Grey, Black/Grey

CORSAIR MAXLE DROPOUTS >
Corsair drop-outs are sold in sets (R & L) or right side only. Available in 12mm Maxle, 10mm QR and Horizontal. Includes hardware. All Corsair models, except Crown, use the same drop-outs. Black Anodized finish.

CORSAIR SEAT CLAMP >
Availability: February 2008. Forged and CNC machined 6061/T6 aluminum. Uses 6mm hex head bolt. For 34.9mm seat tube. Black anodized finish

HEADSET TOP CAP >
Availability: February 2008. Alloy top cap with laser etched Corsair Logo. Includes bolt and star-fangled nut for 1 1/8" steerer.

CORSAIR 5-STAR HANDLEBAR >
(image coming soon) Availability: March 2008. 7050 triple-butted and tapered aluminum, 9 degree sweep and 4 degree rise, 710x31.8x30mm. Anodized black, PC White or PC Tan finish

CORSAIR