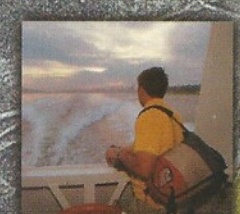
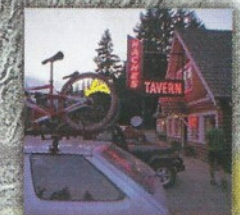
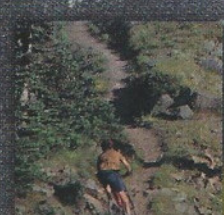
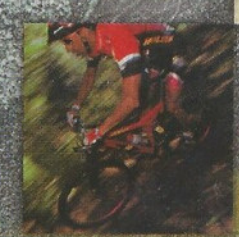


American

K2

Three Wheel

Athlete



1 Two miles off the coast of Seattle, a small island called Vashon juts out of the Puget Sound. Take the 6:10 ferry on any given morning, and you'll notice more than the gentle lapping of waves against the hull and the mist that cloaks Vashon as you approach.

You'll overhear a group of riders engaged in animated discussion while most working joes are still hitting the snooze button.

The bikes in the rack emblazoned "K2" might tip you off... or snatches of debate over grams, travel and which

trail is tougher: Vietnam or Rieter Pit. This crew is bound for another day at the office, K2 style.

From lunchtime hammerfests to talking shop on Friday nights at the Hardened Artery, the people who work at K2 Bike aren't really working at all—they're living bicycles.

Sure, this singular focus drives our wives (and husbands) crazy. So what. It lets us deliver cutting-edge technology that helps cyclists perform better than they ever imagined possible.

2 K2 is more than waist-deep powder and icy slopes. It's about good old American ingenuity. And about using the inventions that result from that ingenuity as a means of individual expression that transcends conventional "stick and ball" team sports. If you've ever experienced the spirituality of a solitary ride at dawn, the satisfaction of cleaning a dark-side-of-the-moon section without dabbing or the irreverence of naming a trail you just found "Hematoma" after the massive bruise on your posterior where the trail bit back, you know what we mean (Thanks, Elladee).

3 Now let's get back to this thing called American ingenuity. We've never had a shortage of it. K2 has innovated products including the vibration-damping Smart Ski™, the Clicker™ step-in snowboard binding, the super-comfortable Softboot™ in-line skate and Smart Shock™, the world's first bicycle shock absorber with an electronic brain.

For 1999, K2 Bike continues this tradition with the introduction of the Smart Fork™, a telescopic fork with variable electronic damping. In addition, we've developed a new line of rigid performance models, and added featherweight full suspension racers to our lineup. Everything else, including our Carbon and EVO aluminum suspension frames, has been refined to shave grams, improve stiffness and maintain our exacting durability and performance standards.

Perhaps our most stunning innovation, however, is to bring cutting-edge technology like Smart Fork to affordable price points, because dream bikes aren't meant to sit on the showroom floor.

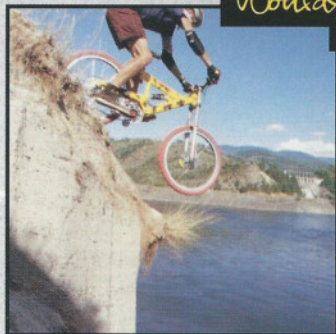
Gilligan, Eat Your Heart Out



Hematoma?



Jyro Gearloose Would Be Proud



The Brain Behind the Bike



The Tech Behind the Brain



4 Variable electronic technology is used on racing equipment around the world. From anti-lock brakes to exhaust valves and Formula One suspension, microchips give racers the edge they need to push the envelope. The K2 Smart Shock and Fork are the world's first bicycle suspension systems with a "brain." The brain is a microprocessor which tailors damping to handle terrain changes on the fly.

K2 Smart Suspension is like the all-wheel-drive traction control system on a sports car. But instead of sensing which wheel has maximum traction and feeding in the horsepower, Smart Suspension monitors speed and bump size and provides instantaneous "big hit protection." With Smarts, we valve your suspension for unparalleled plush action in the bumps where you spend 90% of your time riding. But hit a crusher at high speed and the suspension's brain instantly stiffens the shock to save your bacon.

5 Damping has always been a compromise on conventional shock absorbers: Set it up stiff and the bike performs poorly on trail chatter. Set it up soft and risk getting spit off on high-speed impacts. Smart Suspension maintains control in all speed or terrain extremes by compensating for any impact in the blink of an eye.

The sensor in the damper reads piston speed and position, and sends the data to the smart circuit. The circuit returns the signal to the piezo bypass valve, flexing the valve in a millisecond to increase or reduce oil flow—that's 1/1000th of a second!

A piezoelectric, or piezo, is a ceramic material that can be manipulated with electricity. In other words, shock the valve with a bit of juice and it opens; cut off the current and it snaps shut. The result is increased tire-to-ground contact, letting you concentrate on riding. Not on bracing for bumps.

The Editors Speak:

6 O.K., you've read the technobabble. To put it in perspective, a school bell rings at nearly 1000 times a second... and the computer sitting on your desktop can run circles around that rate. But feeling is believing. Here are a few "seat-of-the-pants" impressions from top magazine editors:

"Up front, the Smart Shock lived up to its promise of big-hit performance... in the active mode the fork was impressive. It couldn't erase the big stuff, but it muted some real wheel breakers when a test rider failed to time some high-speed log jumps correctly." *Mountain Bike Action*, February 1998

"Once on the trail, it's amazing how much of a difference the Smart Shock made over a wide variety of terrain. No matter what the terrain type, the compression performance and rebound damping always seemed to be just the right amount." *Mountain Biking*, March 1998

"The shocks have a decidedly different feel when they're on... The shocks react best to drastic changes in shock speed. A series of small ripples followed by a square-edged bump were sucked up admirably..." *Mountain Bike*, April 1998

"...at first, it's hard to sense the value of electronic suspension, after an hour on the bike you would never desire to ride it in the 'normal' position. The Smart Shock makes the 5500 feel like it has another inch or so of wheel travel." *Mountain Bike Action*, August 1998



Race what You Sell, Sell what You Race.

7 Roll a K2 bike off the showroom floor, air up the tires and hit the track. We don't produce one-off bikes for our racers. The pros ride machinery that's nearly identical to production K2 dual and front suspension models. What's more, we're not going to pigeonhole you with some philosophical mantra. We've got an arsenal of racing weapons for different riders and different course types. Are you a hard-tail fanatic? Our Razorback is designed to maximize driveline and torsional stiffness. A

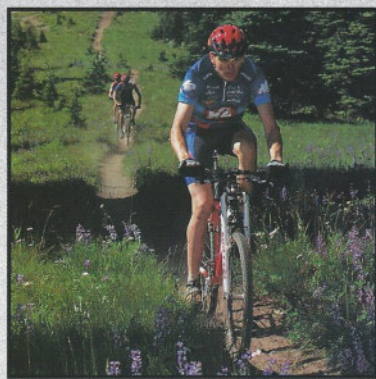
Cross Link, the best front suspension system in the business, ices the cake.

If you don't mind compromising a bit of sting out back to have instant acceleration and helium-inspired weight, a Razorback is your weapon of choice.

If you're considering the jump to full suspension, but don't want too much weight or suspension movement, the Razorback RS (Race Suspension) fits the bill. The RS is a suspension bike that thinks it's a hard tail. It's got a sub-5 pound frame weight including rear shock, and nearly three inches of travel front and rear. This chariot will have you makin' time up one side of the mountain, and down the other.

Are you a full suspension junky? If the courses you ride are technical, snotty Heart of Darkness rough, a suspension bike like the 4000 RS can let you creep up on an unsuspecting competitor like he's standing still. With longer travel, you'll maintain your pedaling cadence through rocks and roots. But with a sub-26 lb. weight, climbing will never be a chore.

Front suspension, limited-travel full suspension or long-travel full suspension. These are the mounts K2's top-ten World Cup pros like Beat Wabel, Tracy Brunger and Dominique Arnould choose according to course terrain, course conditions and personal preference. You can too. Just look for the red and white paint job—you supply the true blue grit.



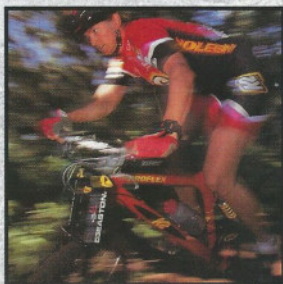
The Racers Speak.

8 Over 100 expert-level K2 Grassroots Racers across the United States choose K2 4000s week in and week out in trail conditions just like the ones in your back-forty. Sure, the World Cup circuit is grueling. But these real-world heroes don't get fat salaries. They race what works. Here's a word from the horse's mo:

"The bike inspires immediate confidence, and I felt it made me a better rider the first time I rode it... I climb faster on it than on my carbon fiber hard tail, and the front fork with Smart Shock seems to handle anything I find to run into... I've had numerous people test ride my bike... seems like everyone that rides it wants one."
—Jeff Rapetti, Murphys, CA

"I used to ride a Ti hardtail. If given the option I'd ride my K2 five days a week, and race it on the weekend. The K2 was easy to convert to. It shines on climbs and down hills... you don't have to whip it frantically between your legs to avoid rough terrain. The 4000 is a complete point-and-shoot ride."
—Mike Wilk, Bennington, NH

"The dual suspension was working great on this course. I had a few times where I was working and working to catch a guy. Then when we hit a particularly rough section, I would catch him without trying because my K2 floated over the rough stuff faster... I'm convinced one of the reasons I do so well is that I'm fresher at the end of the race because my full suspension bike doesn't beat me up. K2 is the best."
—Eddie Hale, Lacrosse, WI



Bearable Lightness is Freeing.

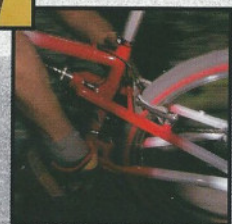
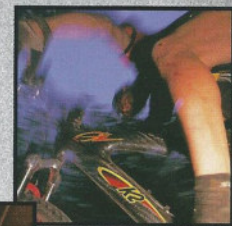
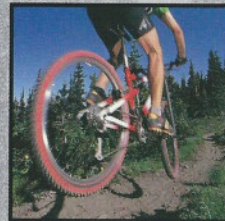
9 Riding is no tractor pull and you're no tractor. The less a bike weighs, the easier it climbs and the more crisply it handles. For 1999, We've eliminated pork by focusing on the details.

Every part, from swing-arm fittings and shock shafts to rim strips and derailleurs, has been thrown on the gram scale. Each component is handpicked for its combination of lightweight, performance and reliability. end result is lb. weights.

Stop sweatin' to the oldies. Free yourself of unnecessary girth and float to the head of the pack. (Pilot's license optional.)

10 Home base: Seattle, the birthplace of "Grunge." People say it rains a lot here—they're right. Hey, if you live to ride, you don't let a few sprinkles slow you down. We've got mountains to the east of us, and mountains to the west of us. To the north and south too. They're called the Cascades, the Olympics, Baker and Hood.

The Pacific Northwest provides the ultimate testing ground for a mountain bike company. Between the painstakingly technical single-track, the grinder climbs and the whoooahhhh descents, the region boasts all anyone could hope for... or handle.



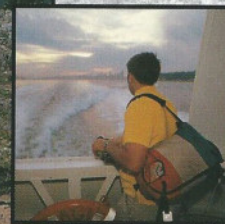
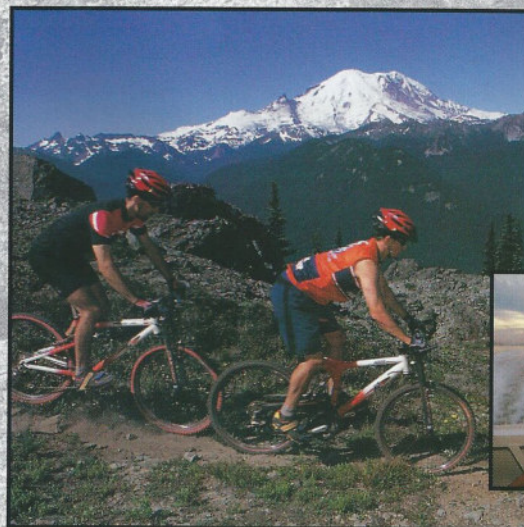
The Seattle Scene.

10

Do you need to be surrounded by mountains to be a bike company? If doesn't hurt. At K2, we ride, ski and board in the mountains. We even named our bikes after the most challenging alpine trails around. Then the names evolved during one of those Friday afternoon marketing jams when discretion goes out the window and irreverence rules the roost.

Our bike names are another example of the current that flows through K2, and the people that work here—a current of ingenuity, youth, aggressiveness, irreverence, athleticism and spirituality you'll see reflected in our bikes.

It rains a lot in Seattle, but we don't let it slow us down!



Stealthy Wheelset

Round-profile 2.0 or bigger tires. 60+ TPI (threads per inch) construction. Blacked-out rims and spokes with machined braking surfaces. K2's "Stealth" wheel-build yields less rolling resistance, improved traction and floatation and reduced pinch flatting. This "silent ride" let's you zap 'em before they know you're coming.

GroundZero Cockpit

Not full XC. Not full DH. Our intermediate length stem and wider riser handlebar centralize your mass for balance and split-second control. You'll stay more relaxed, reduce fatigue and improve your technical skills.

XCountry Cockpit

Traditional singletrack controls straight off the World Cup circuit. Intermediate-to-long reach stem and straight bar help you weight the front-end for instant steering response, less wind resistance and improved breathing capacity.

World Cup Parts Kit

Pro-team spec for pro-level performance. We grabbed the hottest components off the World Cup team bikes and transferred them onto production models. If Arnoold, Shandro and Brunger give it their stamp of approval, it must be choice.

Gourmet Parts Kit

The difference is in the details. This juicy micro-spec philosophy goes eclectic to give you the best of all worlds. Shifters. Brakes. Saddles. Pedals. Cranks. You name it, we matched up the best performing components and never looked back.

Superlight Parts Kit

Every part in this pick lives or dies by the gram scale. This stuff isn't just eye-candy. It's hand picked to perform. Throw in a dash of Ti, and you've got an instant diet without the blood, sweat and tears. 22-26 lbs. fully suspended!

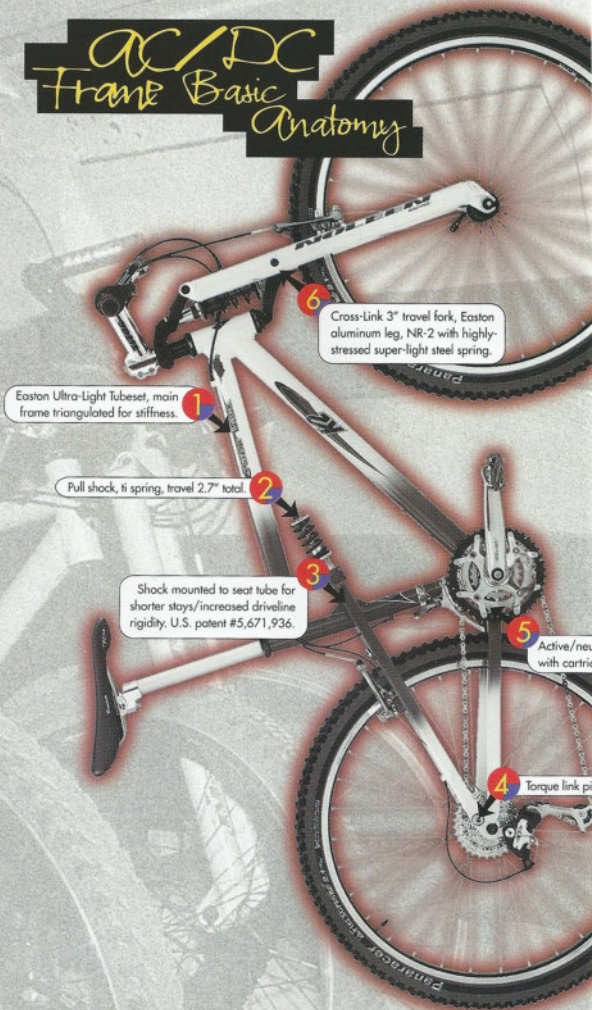
Smart Suspension

An electronic "brain" and piezoelectric "smart" bypass valve in the fork or shock deliver instantaneous "big hit protection." With Smarts, we valve your suspension for plush action on small-to-medium bumps. But hit a crusher at high speed and the suspension stiffens instantly to save your bacon.

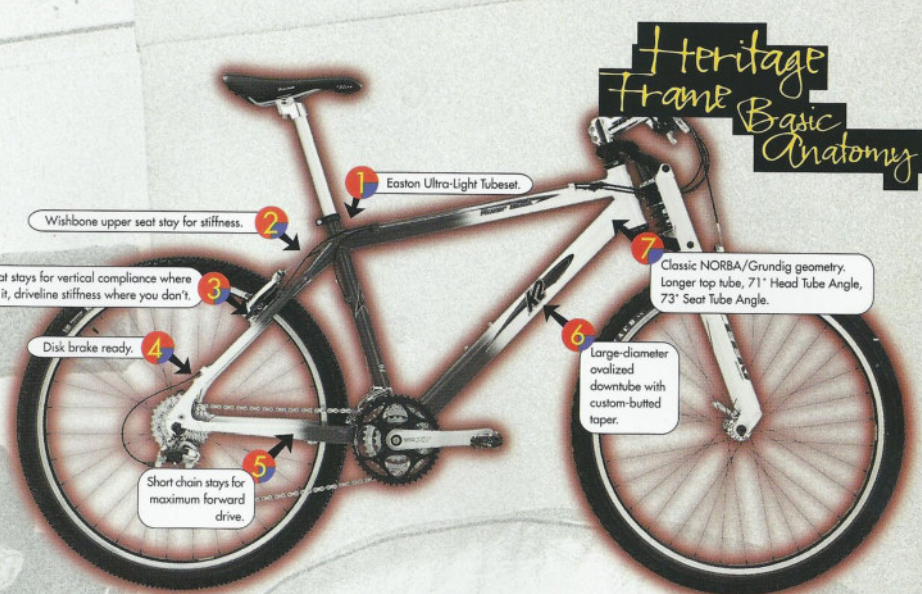
Race Ready

Roll it off the showroom floor, air up the tires and hit the track. We don't produce one-off bikes for our pros. They ride machinery that's nearly identical to production K2 models. We've got an arsenal of racing weapons for every rider and course type.

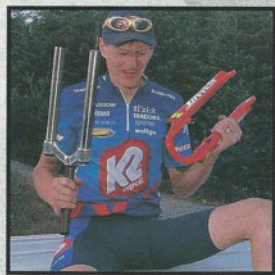
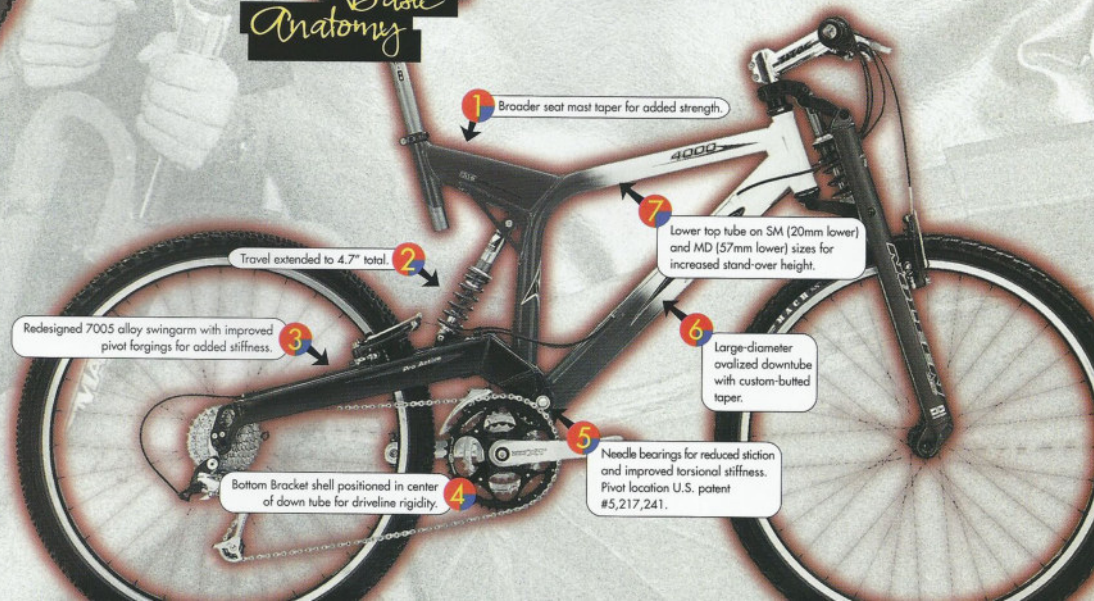
AC/DC Frame Basic Anatomy



Heritage Frame Basic Anatomy



EVO Frame Basic Anatomy



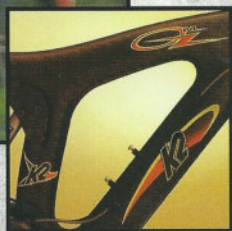
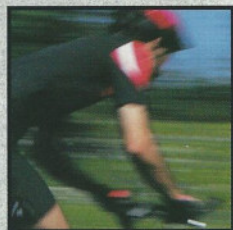
Gourmet Parts

Frame: K2 thermoplastic carbon fiber, Easton thermoset carbon fiber swingarm.

Fork: Noleen Pro Carbon with Smart Shock, 3" travel. **Rear Shock:** Noleen NR-2, 4.7" travel. **Drive Line:** 27 speed, XTR derailleurs, XTR shifters, Race Face Turbine cranks, Race Face titanium bottom bracket. **Brakes:** Avid Arch Rival 50 parallel push v-style brakes, XTR levers.

Pedals: K2 Mag-T clipless with titanium Spindles. **Wheels:** XTR hubs, Sun 0° XC rims, DT butted Competition Series spokes.

Tires: Panaracer Fire XC Pro 2.1, Kevlar bead.



Super Light

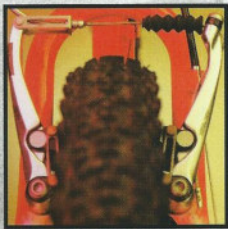
Frame: K2 thermoplastic carbon fiber, Easton thermoset carbon fiber swingarm. **Fork:** Noleen Pro Carbon with NR-2, 3" travel. **Rear Shock:** Noleen NR-2 with Ti Spring, 4.7" travel. **Drive Line:** XTR derailleurs, XTR shifters, Race Face Turbine cranks, Real titanium bottom bracket. **Brakes:** Avid 2.5 v-style brakes, Avid 1.9 levers. **Pedals:** K2 Mag-T clipless with titanium spindles. **Wheels:** Real front, XTR rear hubs, Sun Sub IV rims, DT titanium spokes. **Tires:** Panaracer Fire XC Pro 2.1 kevlar bead, WTB lightweight tubes. **Extras:** Titanium bolts, bar ends not included.



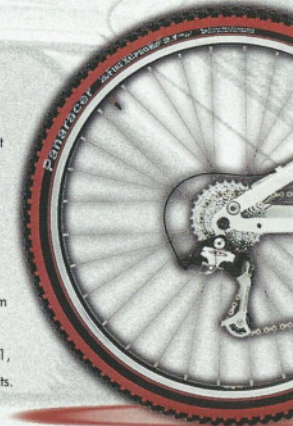


Super Light

Revolt

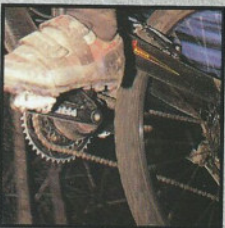
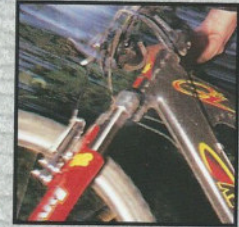


Frame: K2 AC/DC frame design, Easton Ultralight tube set, Easton stays, forged dropouts. **Fork:** Noleen Elite with NR-2, 3" travel. **Rear Shock:** Noleen thru-shock, Ti Spring, 2.7" travel. **Drive Line:** XTR derailleurs, XTR shifters, Race Face Turbine cranks, Real titanium bottom bracket. **Brakes:** Avid Lite 2.5 v-style brakes, Avid 1.9 levers. **Pedals:** K2 Mag-T clipless, titanium spindles. **Wheels:** Real front, XTR rear hubs, Sun Sub IV rims, DT titanium spokes. **Tires:** Panaracer Fire XC Pro 2.1, Kevlar bead, WTB Lightweight tubes. **Extras:** Titanium bolts.



Gourmet Parts

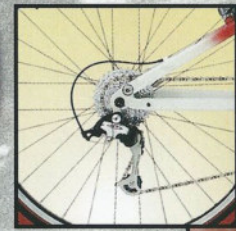
Frame: K2 thermoplastic carbon fiber, Easton thermoset carbon fiber swingarm. **Fork:** K2 Smart Fork, 3" travel. **Rear Shock:** Noleen NR-2, 4.7" of travel. **Drive Line:** XT rear/LX front derailleurs, LX-Rapid Fire Plus shifters, Race Face Turbine cranks, LX bottom bracket. **Brakes:** Avid Arch Rival 40 v-style brakes, Avid SD 1.9 levers. **Pedals:** K2 clipless. **Wheels:** LX hubs, Sun Sub IV rims, Marwi 15 Gauge spokes. **Tires:** Panaracer Mach 1.95, Kevlar bead.



Race Ready

Race Ready

Frame: K2 AC/DC frame design, Easton Ultralight tube set, Easton stays, forged dropouts. **Fork:** Noleen Elite with NR-2, 3" travel. **Rear Shock:** Noleen thru-shock, ti spring, 2.7" travel. **Drive Line:** LX front, ESP 9.0 rear derailleurs, ESP 9.0 SL shifters, XT cranks, World Class titanium bottom bracket. **Brakes:** Avid SD 25 v-style brakes, Avid SD 1.9 levers. **Pedals:** K2 Mag-C clipless, cromoly spindles. **Wheels:** XT hubs, Sun 0° XC rims, DT butted spokes. **Tires:** Panaracer Fire XC Pro 2.1, Kevlar bead, WTB Lightweight tubes.



4000

Race Ready

Frame: K2 EVO frame design, 7005 Easton tube set, 7005 A-beam cantilever swingarm. **Fork:** Noleen Elite with NR-2, 3" travel. **Rear Shock:** Noleen NR-2, 4.7" of travel. **Drive Line:** LX front, ESP 9.0 rear derailleurs, ESP 9.0 SL shifters, XT 4-arm crank, World Class Ti bottom bracket. **Brakes:** Avid SD 25 v-style brakes, Avid SD 1.9 levers. **Pedals:** K2 Mag-C clipless, cromoly spindle. **Wheels:** XT hubs, Sun 0° XC rims, DT double butted 15/16 gauge. **Tires:** Panaracer fire XC Pro 2.1, Kevlar bead, WTB light weight tubes.





4000

World Cup Parts

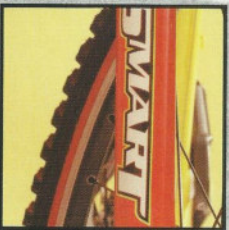
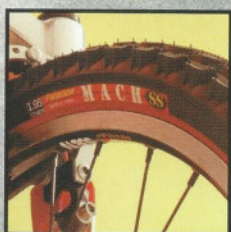
Frame: K2 EVO frame design, 7005 Easton tube set, 7005 A-beam cantilever swingarm. **Forks:** Noleen Elite with Smart Shock, 3" travel. **Rear Shock:** Noleen NR-2, 4.7" travel. **Drive Line:** LX front, XT rear derailleurs, LX-Rapid Fire Plus shifters, XT 4-arm crank, XT bottom bracket. **Brakes:** Avid SD 25 v-style brakes, Avid SD 1.9 levers. **Pedals:** Mag-C clipless, cromoly spindle. **Wheels:** LX hubs, Sun Sub IV rims, DT double butted spokes. **Tires:** Panaracer Mach 1.95, kevlar bead.



4000

World Cup Parts

Frame: K2 EVO frame design, 7005 Easton tube set, 7005 A-beam cantilever swingarm. **Forks:** K2 Smart Fork, 3" travel. **Rear Shock:** Noleen NR-2 with 4.7" of travel. **Drive Line:** LX front, XT rear derailleurs, LX-Rapid Fire Plus shifters, LX cranks, LX bottom bracket. **Brakes:** Avid Arch Rival 40 parallel push v-style brakes, Avid SD 1.9 levers. **Pedals:** K2 clipless. **Wheels:** LX hubs, Sun Sub IV rims, Marwi 1.5 gauge spokes. **Tires:** Panaracer Mach 1.95, Kevlar bead.



Zero Gravity



Frame: 7005 Butted Tubing, 7005 A-beam cantilever swingarm, relaxed 67° head tube angle.
Forks: Noleen Chubby DH Dual Crown, 6" travel, 7075 aluminum stanchions and sliders, oil-bathed internals with hydraulic damping and coil springs, adjustable compression, rebound and preload.
Rear Shock: Noleen NR-4, 6" travel. **Extras:** Stiffer and softer coil springs included.



Dave

K2 Bike Zero Gravity Team

From Glen Plake to Seth Morrison, K2 has always been synonymous with Extreme Sport. First in skiing, and later in snowboarding and in-line skating, extreme athletes, equipment and attitudes have become K2's hallmark.

The K2 Bike Zero Gravity Team isn't about racing. It's about fun, adventure and personal expression. The Zeros' missions encompass multi-week trips to Baja and Arizona, virgin descents including a World Record attempt in Chile, riding national and international D events on a lark and healthy doses of carves and air in the team's heavenly backyard—Rossland, B.C.

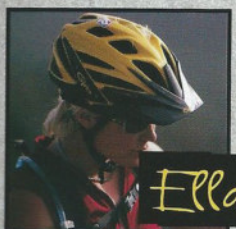
This spirit of adrenalized adventure is built into every K2 Bike we make. Nobody knows what lies around each corner. But on a K2 you'll be ready to tackle any adventure that comes your way—or have the time of your life trying.

Here are some quotable quotes:

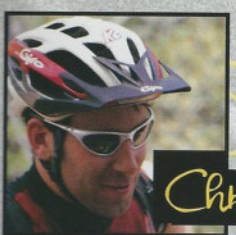
Swetty: "I had no bikes, no money for bikes. So I decided I was gonna go for it."

Els: "At first I thought the Pope was working the front desk, but Buddy assured me he wasn't his royal holiness. He was there to deal in rooms, not public relations."

Larry: "The Dukes didn't know it yet, but they was in it over their heads this time.."



Elladee



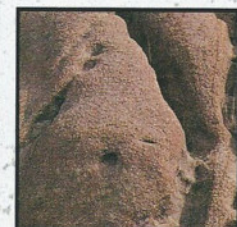
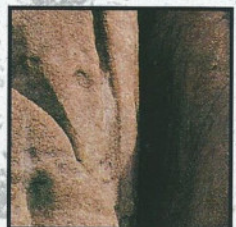
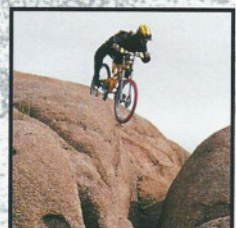
Chris

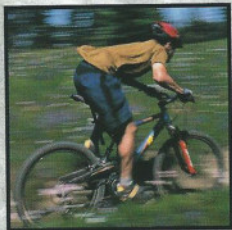
ZERO GRAVITY

Flyin' Monkey



Frame: K2 EVO Frame Design, 7005 Butted Tubing, 7005 A-beam cantilever swingarm. **Fork:** Noleen Chubby LT Dual Crown, 5" travel. **Rear Shock:** Noleen NR-2, 4.7" of travel. **Drive Line:** LX derailleurs, LX shifters, LX crank, LX bottom bracket. **Brakes:** Magura HS-22 Hydraulic, Magura levers. **Pedals:** K2 clipless. **Wheels:** LX hubs, Sun Rhyno Lite rims, Marwi 15 Gauge spokes. **Tires:** Geax Hook and Warp, 2.15.





Stealth Wheelset

Frame: K2 EVO frame design, 7005 butted tubing, 7005 A-beam cantilever swingarm.

Fork: K2 Smart Fork, 3" travel. **Rear**

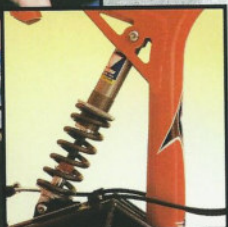
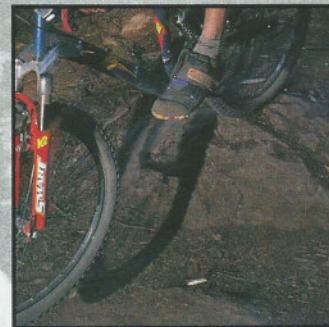
Shock: Noleen NR-1, 4.7" travel. **Drive**

Line: LX derailleurs, LX shifters, LX crank, Shimano cartridge bottom bracket.

Brakes: Avid Single Digit 1.0 v-style brakes, Avid Single Digit 1.0 levers.

Wheels: LX hubs, Weinmann ZAC 19 rims, Marwi 1.5 gauge spokes. **Pedals:** K2 Clipless.

Tires: Geax Sedona 2.0.



Stealth Wheelset

Frame: K2 EVO Frame Design, 7005 butted tubing, 7005 A-beam cantilever swingarm. **Fork:** RST

Zeta EL, 3.5" travel. **Rear**

Shock: Noleen NR-1, 4.7"

travel. **Drive Line:** STX-RC front/LX rear derailleurs, STX-

RC shifters, STX-RC crank, STX bottom bracket.

Brakes: Tektro v-style-brakes, Tektro levers. **Pedals:**

K2 Clipless. **Wheels:** STX hubs, Weinmann Zac-19 rims, Marwi 1.5 gauge spokes. **Tires:** Geax Sedona 2.0.





Razorback

Race Ready

Frame: K2 Heritage frame, Easton Ultralight tubeset, S-bend stays, disc-brake ready. **Fork:** Noleen Elite with NR-2, 3" travel. **Drive Line:** XT shifters, LX/XT derailleurs, XT bottom bracket. **Brakes:** Shimano XT V-brakes, integrated XT levers. **Pedals:** K2 Mag-C clipless, cramoxy spindles. **Wheels:** XT hubs, Sun Sub IV Rims, DT 15/16 gauge spokes. **Tires:** Panaracer Fire XC Pro 2.0, Kevlar bead.



Zephyr

Smart Suspension

Frame: 7005 butted aluminum double diamond frame, S-bend chain stays, replaceable derailleur hanger. **Fork:** K2 Smart Fork, 3" travel. **Drive Line:** 27-speed, LX front, XT rear derailleurs, LX-Rapid Fire Plus shifters, LX cranks, LX bottom bracket. **Brakes:** Avid Single Digit 2.0 v-style brakes, Avid Single Digit 1.9 levers. **Pedals:** K2 clipless. **Wheels:** LX hubs, Weinmann ZAC 19 rims, 15 gauge stainless spokes. **Tires:** Geax Sedona 2.0.

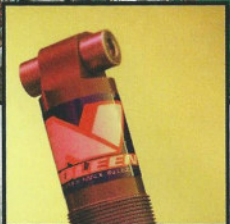
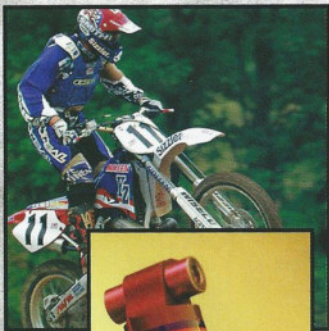


With Suspension like this, Who needs a Motor?

At Noleen Racing™, we've been building suspension for years. It's all we make, and all we race. In our quest for ultimate performance, we test every shock and fork on the market. Then we make our components better.

Install Noleen suspension and you're riding more than a state-of-the-art racing fork or shock. You're tapping into 10+ years of motocross experience. The Noleen boys build suspension that gives the factory boys fits on motorcycles capable of leaping 30 feet into the air. This technology is adapted to every shock and fork we make. Technology like piezoelectric "smart" valves, multiple oil circuits, floating pistons, adjustable damping and stable nitrogen gas.

No other company uses its own pro motocross team as a test bed. And no other bicycle suspension delivers a ride so plush and responsive, you'll swear it comes with a motor.



Cross-Country Mission Control



Cross-country racing and space travel. Both demand control, pinpoint accuracy and the durability to outlast hours of abuse. A cross-country fork has to help a rider perform in all types of terrain, when he's fresh, and when the only thing keeping him rolling is sheer will power.

Many suspension forks exhibit independent leg movement, stiction, brake scrub and lack of steering precision. Cross-link goes where no fork as gone before to provide the best steering and travel quality available for the sole purpose of cross-country riding and racing.

What's Cross-Link's secret? Links and legs. The heart of the Cross-Link fork lies in the forged "Uni-Links." Uni-Links resist torsional and lateral flex, converting horizontal bump energy into vertical link travel, and passing it through the links into the shock absorber.

Cross-Link's massive D-section leg design eliminates flex and independent slider movement, transferring steering input directly to the front wheel. Super-stiff Cross-Link legs come in extruded 6061 aluminum, Easton® Taper-Wall aluminum and indestructible Easton carbon fiber.

If all this seems like a radical departure, so did Apollo VII. Hang on for a heck of a ride!



Expert

- Noleen NR-1
- 6061 aluminum leg
- Nitrogen charged
 - Grease ports
- Lightweight aluminum shaft and shaved body
 - 3" of travel
- Titanium bolt kit available



Elite

- Noleen NR-2
- Easton 6061 aluminum leg
- Adjustable rebound
 - Nitrogen charged
 - Grease ports
- Lightweight aluminum shaft and shaved body
 - 3" of travel
- Titanium bolt kit available



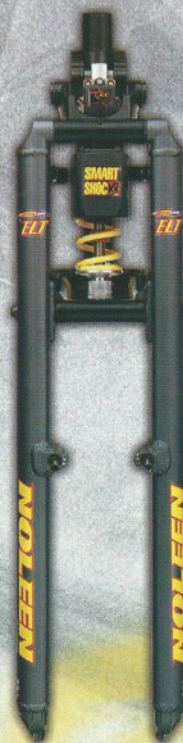
Pro Carbon

- Noleen NR-2
- Easton carbon fiber leg with thermoplastic hot coat
- Adjustable rebound
- Nitrogen charged
 - Grease ports
- Lightweight aluminum shaft and shaved body
 - 3" of travel
- Titanium bolt kit available



Elite S

- K2 Smart Shock, variable electronic damping
- Easton 6061 aluminum leg
- Adjustable rebound
- Nitrogen charged
 - Grease ports
- Lightweight aluminum shaft
- 3" of travel
- Titanium bolt kit available



Pro Carbon S

- K2 Smart Shock, variable electronic damping
- Easton carbon fiber leg with thermoplastic hot coat
- Adjustable rebound
- Nitrogen charged
 - Grease ports
- Lightweight aluminum shaft
- 3" of travel
- Titanium bolt kit available



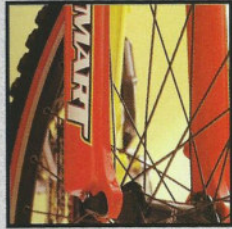
1000 KG BIK

SMART FORK TECHNOLOGY



*Give it a Lobotomy,
and it Would Still be a Savant*

First we looked at every aspect of our competitors' telescopic forks. Then we made our's better. The K Smart Fork™ uses massive 32mm stanchion tubes pressed into a custom-forged crown hollowed for lightness. A one-piece magnesium slider with an integrated brace delivers rock-solid stability and corner-carving precision.



What about guts? The right leg holds a single high-rate coil spring with externally adjustable preload. The left houses a moto-inspired Noleen NR-2 shock absorber internal, complete with a nitrogen-charge floating piston, tuneable shim-stack valving and adjustable rebound damping. Our base performance platform will outsteer and out-damp anything on the trail.

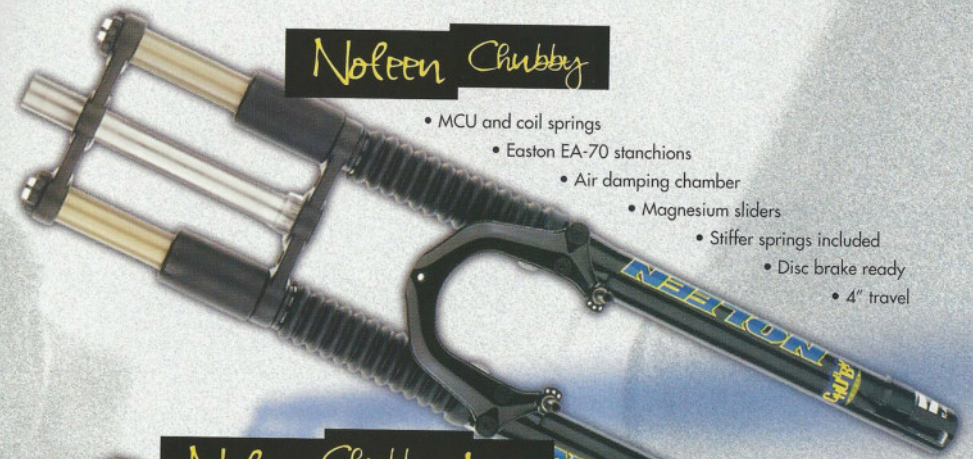
Then we gave it a transplant. An electronic "brain" and piezoelectric "smart" bypass valve deliver instantaneous "big hit protection." With Smarts, we valve your suspension for unparalleled plush action in the bumps where you spend 90% of your time riding. But hit a crusher at high speed and the suspension's brain instantly stiffens the shock to save your bacon.

What's it all mean? Remove the brain and you'll still have consistent, controlled fork damping many say is in a league of its own. Add the brain and experience the smoothest suspension on the planet.

- Single crown
 - Press-fit 32mm 7075 aluminum stanchions
 - One-piece magnesium slider
 - Variable electronic compression damping
 - Adjustable rebound and preload charged floating piston
 - Disc brake ready
 - 3" travel

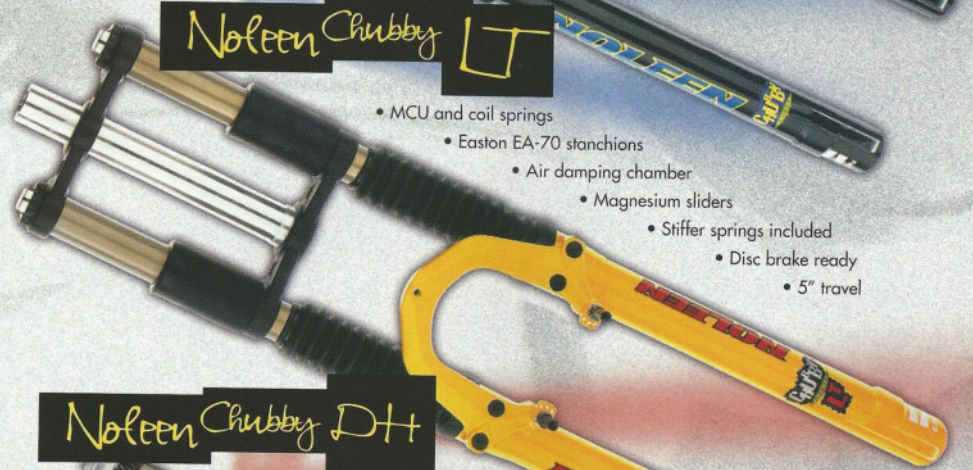


"The smoothest suspension on the planet."



Noleen Chubby

- MCU and coil springs
- Easton EA-70 stanchions
- Air damping chamber
- Magnesium sliders
- Stiffer springs included
- Disc brake ready
- 4" travel



Noleen Chubby LT

- MCU and coil springs
- Easton EA-70 stanchions
- Air damping chamber
- Magnesium sliders
- Stiffer springs included
- Disc brake ready
- 5" travel



Noleen Chubby DH

- Coil Springs
- Oil damping with separate compression and rebound pistons
- Adjustable compression, rebound and spring preload
- 36 mm 7075 aluminum stanchions
- 7075 aluminum sliders
- Stiffer/softer springs included
- Disc brake ready
- 20mm clamped axle
- 6" travel

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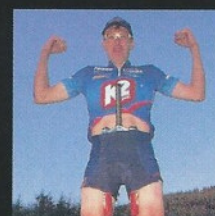


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