
Changing The Shape Of Cycling
Litespeed
WORLD LEADER IN CYCLING TECHNOLOGY
2006

LITESPEED TITANIUM BICYCLES '06

RUSSELL "FONZY" DOWNING • 2005 TOUR OF BRITAIN :: FLICKR.COM/PHOTOS/MIXPOWER/LITESPEED WINNING ©HENRY IDDON

Here it is, plain and simple: You simply cannot buy a better high-performance bicycle! Seriously.

Litespeed has been pushing the very limits of high-end frame building since its first titanium bike was introduced in 1986. By constantly testing and refining our geometries, and pushing the boundary of manufacturing technology, we are continually setting the standards for other bike companies to try and match. This year we have raised the bar into the stratosphere and changed the very shape of high performance cycling. With our Proprietary Forming Technology, we are able manipulate the structural dynamics of our tubing and build frames with the greatest stiffness-to-weight ratio in the world. Litespeed's legacy of research and development has generated a strong record of racing victories that is unsurpassed in the annals of cycling history. If you are passionate about performance, then you have come to the right place. We build serious bikes for serious riders.

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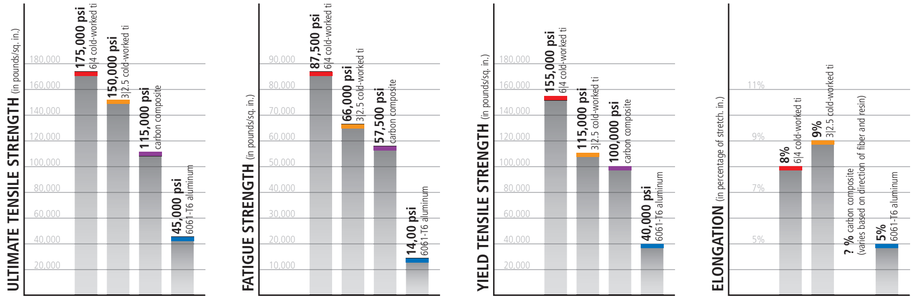
TENSILE STRENGTH ::
measures the force required to pull a material apart. In frame design, more tensile strength means that less material is needed, thereby saving weight.

FATIGUE STRENGTH ::
measures how far and how many times a material can be flexed before it breaks. Certain materials such as steel and titanium can be tooled to withstand an infinite number of flexes without failure.

YIELD STRENGTH ::
measures how much force it takes to permanently bend a material. As with tensile and fatigue strength, more is better. The very high strength levels of titanium again allow less material to be used, which saves weight.

ELONGATION ::
refers to the percentage a material will stretch before tearing or cracking. Ideally, you want a material that will give slightly before failure, thus providing a safety factor.



CORROSION RESISTANCE ::
Titanium is virtually impervious to heat, cold, fresh water, salt water, sweat, ultraviolet light, infrared light, and petroleum based chemicals. This means low, low, low maintenance for the bicycle frame.

DENSITY ::
The most important analysis of density for cycling applications is the material's density relative to its strength and durability. Simply stated, density is the weight of a material for a given volume such as pounds per cubic inch or grams per cubic centimeter. Titanium actually weighs the most of the 3 primary frame materials in this evaluation, at .160 lb/sq.in., with Aluminum at .098 lb/sq.in., and Carbon-fiber at .065 lb/sq.in.

TOUGHNESS ::
refers to how much a material can deform or be damaged before failure. The near mythical toughness-to-weight of titanium is why it is so often used in military armor. On the other hand, aluminum is an extremely tough raw material, but manufacturing lowers the fatigue strength dramatically. Carbon fiber has virtually no resiliency once it is dented or over-flexed, so catastrophic failure can result from what might seem to be minor damage.

Careful consideration of each of these factors is critical when designing a high-performance bike frame, because the TRUE performance is the result of how ALL these factors work together.

MATERIAL
PERFORMANCE COMPARISON

CRUISING
Top tube 35%
Seat tube 24%
Down tube 16%
Chainstays 7%
Seatstays 6%
Other 12%

SPRINTING/CLIMBING
Down tube 55%
Seat tube 16%
Top tube 10%
Chainstays 7%
Seatstays 3%
Other 9%

HARD BRAKING
Down tube 58%
Top tube 26%
Seat tube 5%
Chainstays 4%
Seatstays 1%
Other 6%

VERTICAL IMPACT
Seatstays 32%
Top tube 29%
Down tube 18%
Seat tube 9%
Chainstays 7%
Other 5%

FIG. 1: FRAME STRESS ANALYSIS OF DIFFERENT RIDING APPLICATIONS

The minute you clip in and start off, you subject your bike frame to remarkable stresses. Even cruising creates strong flexion, torsion, compression and tension forces on your frame. The type and intensity of force is different at every point on the frame. Our research into frame stress analysis (see Fig. 1) has given us tremendous insight into where these forces are concentrated and how they are applied. This data is an aphrodisiac to our engineers who dream of new ways to counter these stresses.

Using the data we compile throughout the critical testing process, they are continually exploring the ways that different tubing cross sections can counter the individual forces involved in riding (see Fig. 2). The more effectively they do their magic, the higher performance they can squeeze out of the tubing thus increasing the strength-to-weight ratio, thus reducing the amount of material needed to maintain the existing standards.

Recently, we have developed innovative Proprietary Forming Technology (P.F.T.) that has allowed our geeks to really get out there and achieve performance results that were never before possible on a production frame. The introduction of Geometrically Enhanced Tubing (or G.E.T.) a few years ago greatly improved our ability to do more with less. Now, we have taken that technology and pushed it way out of the existing envelope. We'd love to tell you how we do it, but we'd have to kill you.

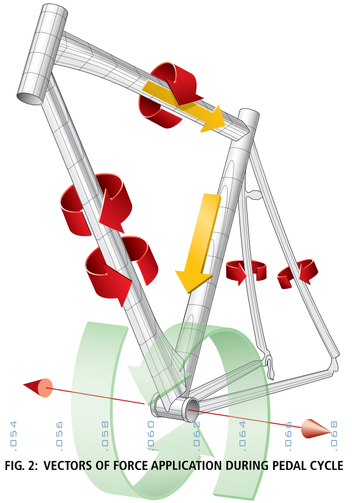


FIG. 2: VECTORS OF FORCE APPLICATION DURING PEDAL CYCLE

You might be surprised just how much stress a frame is subjected to under normal riding conditions let alone the extremes of sprinting and climbing.

Just be content to marvel at the results of our development. We proudly present the P.F.T. super tubesets in select models of the 2006 Litespeed lineup.

Let's review. Say it with me - Titanium is the finest high-performance bike frame material in the world. So, how do we improve on the best? Shape it, baby!

We are constantly testing and refining the art and engineering of high-performance frame building. A few years ago, we pioneered the use of Geometrically Enhanced Tubing (G.E.T.) technology to improve the basic performance of our tubing. Never content to simply go with the flow, we kept the research lights burning and developed new methods of shaping the tubes to get the maximum performance out of each one.

A bike frame constantly undergoes some rather extreme twisting forces even when you are just climbing a hill. By shaping the tubing in different directions, we are able to counter and offset the frame stresses during even the most extreme riding conditions. By constantly evaluating the stress loads imposed on a bike frame during the most extreme cycling situations, our engineer/geeks have arrived at shapes that counter these stresses. And as a bonus, this shaping means we don't need as much material to do the job – hence, WEIGHT SAVINGS! Our new Proprietary Forming Technology allows for weight savings and performance characteristics on a scale that has never before been possible.

FLARED DIAMOND - [P.F.T.]
The strong ridges increase torsional resistance and longitudinal flex resistance.

The flared end increases latitudinal flex resistance, primarily where it intersects either the head tube or seat tube.

No other tube in the world can give you the same performance characteristics - it is truly revolutionary.

ENHANCED DIAMOND - [P.F.T.]
As the top tube, this shape provides greater torsional resistance than conventional round tubes.

With distinct peaks at the compass points, it gives both lateral and vertical stiffness increases over round tubes.

BLADED - [G.E.T.]
Bet you can guess what the main advantage to this shape is...that's right - aerodynamics. Its narrow profile presents less frontal surface to the wind and thereby reduces drag.

As a downtube, it also provides incredible vertical stiffness.

FLATTENED DIAMOND - [G.E.T.]
The application of this tube shape with its wider profile actually serves to increase the force resistance of the tube it is attached to.

We also morph the direction of the greater dimension from horizontal to vertical where the needs are different at the other end of the tube.

FLATTENED OVAL - [P.F.T.]
This particular tube is used as the seat tube on the Ghisallo, Vortex, and Ultimate. With the super broad base, this shape delivers incredible increase in lateral stiffness to the bottom bracket junction.

TEARDROP - [G.E.T.]
The performance characteristics of this tube shape makes it ideally suited to the seatstays. Besides the obvious aero properties, a gracefull sweep along the length of the tube adds supple vertical compliance for a smoother ride.

CAPSULE - [G.E.T.]
The shaping technology used in the chainstays could take up an entire physics lesson in itself. Our research has shown that the structural dynamics of the chain itself plays into unequal lateral forces being applied during a pedal cycle. Therefore we can maximize applied force by assymetrically profiling the chainstays.

ORBITAL - [G.E.T.]
Although this shape only slightly differs from a conventional round tube, it increases the stiffness along the long axis. Meaning we can use less material (less weight) and maintain conventional structural integrity.

PFT
PROPRIETARY FORMED TUBING

GET
GEOMETRICALLY ENHANCED TUBING

SHAPE TECHNOLOGY

Chris Newton, winning the 2005 Colne Grand Prix :: recycling.co.uk/litespeed ©Henry Iddon

GHISALLO

MODEL: **2006 Litespeed Ghisallo**	PERFORMANCE CLASSIFICATION: **Superlight Climber**	FRAMESET TECH: **P.F.T.**
GEOMETRY: **Compact Road**	FRAME MATERIAL: **Blended 6/4-3/2.5 Titanium**	AVERAGE WEIGHT: **770g. for M frame (certified)**
SIZES: **S, M, ML, L, XL, Custom to fit**	FINISH: **Bright Brushed or Custom Paint**	

1 The top tube is an enhanced diamond oval with ridge stiffeners that counter the side-to-side flex and torsion of even the most aggressive climb. **2** Monster down tube is biaxially shaped to maximize force resistance at both ends while providing a superstrong backbone. **3** Custom derailleur hanger mates perfectly with the ultra broad-based seat tube. **4** The straight seatstays increase ride stiffness and handling characteristics. **5** Asymmetrical chainstays are engineered to give maximum strength and power transfer during extreme acceleration. **6** The miniscule and superlight dropouts are machined from billet titanium and feature a replaceable rear derailleur hanger for easy maintenance.

How much does a dream weigh?

When you first pick up the 2006 Litespeed Ghisallo you'll think, "That's not possible!" Yet, here it is - handcrafted from titanium alloy and engineered to be the lightest production race bike in the universe. Every frame is individually weight certified. This is not a bike for mere mortals. Indeed, you might not be ready for this much performance.

- about 770g.

Imagine every bit of your pedal stroke producing neck-snapping acceleration. The only thing that will slow your climb is the strength of your legs. Imagine being able to cut cleanly through traffic just by shifting your weight. The bike becomes merely a tool to transfer your energy into victory. Do you really think you're ready for this much performance? You're dreaming about it right now, aren't you?

PFT shaping technology, developed by Litespeed, allows us to build in more capability while using less material. But, this is carefully manipulated and tuned titanium so it will stand up to whatever you throw at it.

Sound like a dream? Pinch yourself, it's real.

ROB SHARMAN - TOUR OF BRITAIN :: 2005 RECYCLING.CO.UK/MOXPOWER/LITESPEED ©HENRY IDDON

RIDING PERFORMANCE	Not Intended	Capable	Optimal
Criterium		●	
Circuit Race			●
Domestic Road Race			●
European Classic			●
Stage Race			●
Hilly Course Triathlon		●	
Flat Course Triathlon		●	
Non-Competitive Fitness			●
Fast Touring		●	
Loaded Touring		●	

The crisp power transfer of the superlight Ghisallo is enhanced by the smartly engineered intersection at the bottom bracket. The massive down tube is vertically ovalized at the head tube to give incredible strength at that joint. Both the down tube and seat tube flatten at the bb to provide amazing stiffness through the power zones of your pedal stroke. Note the sharp ridgelines on the sides of these tubes. This serves to counter the extreme torsion and bending forces that occur during climbing and sprinting.

RIDING PERFORMANCE	Not Intended	Capable	Optimal
Criterium		●	
Circuit Race			●
Domestic Road Race			●
European Classic			●
Stage Race			●
Hilly Course Triathlon		●	
Flat Course Triathlon		●	
Non-Competitive Fitness			●
Fast Touring	●		
Loaded Touring	●		

It's hard to explain something that has never been seen

Check out this tubeset. We are proud to introduce this radical flared-diamond tube that will revolutionize the high performance cycling experience. This ultra-rigid tube shape starts with a straight diamond and then flairs dramatically to produce unprecedented strength and stability. Because of this technology, we are able to produce more stiffness with less material, thereby saving weight. Both top tube and down tube take advantage of this warhammer shape to reduce felt torque in the head tube and bottom bracket shell. What does this mean to you. It means an incredible ride that can only be understood in the saddle.

Russell 'Fonzy' Downing, British Champion :: 2005 recycling.co.uk/more power/litespeed ©Henry Iddon

Wilbur and Orville Wright must have had similar difficulties relating their flyer to other means of transportation. Sure, the bicycle has been around for nearly 200 years, but there has never been a bicycle like the 2006 Litespeed Vortex.

When we finally unveiled our new P.F.T. shaping technology, our chief engineer nearly fainted with excitement. With a whole new envelope to push, he and his staff really cut loose. What they created is a bike that all future bikes will be measured against. The main triangle utilizes shaping technology that channels the forces

...before now.

of your pedal stroke into pure acceleration. Each tube is shaped and hand fitted into the frame to maximize power transfer and frame stiffness. Clip onto the Vortex and leave the rest of your competition twisting in the breeze.

VORTEX

MODEL: **2006 Litespeed Vortex**	PERFORMANCE CLASSIFICATION: **Superlight Stage Racer**	FRAMESET TECH: **P.F.T.**
GEOMETRY: **Traditional Road**	FRAME MATERIAL: **6Al/4V Titanium Alloy**	AVERAGE WEIGHT: **1140g./2.51 lbs. for 55cm frame**
SIZES: **49, 51, 53, 55, 57, 59, 61, Custom to fit**	FINISH: **Bright Brushed or Custom Paint**	

1 Unique flared-diamond top tube and down tube comprise the backbone of the front triangle and completely redefine structural performance. The crisp ridges of the diamond provide superb torsional resistance. **2** Innovative broad-based seat tube makes for a bottom bracket junction that is unbelievably stiff. **3** Sweeping bladed stays work in harmony to create maximum vertical compliance and minimum aerodynamic drag. **4** These chainstays are uniquely designed to channel all the force of your pedal stroke to your wheel with minimal loss to flex. The 2006 Vortex is so revolutionary, all other bikes seem somehow obsolete.

RIDING PERFORMANCE	Not Intended	Capable	Optimal
Criterium			●
Circuit Race			●
Domestic Road Race			●
European Classic			●
Stage Race			●
Hilly Course Triathlon		●	
Flat Course Triathlon		●	
Non-Competitive Fitness			●
Fast Touring	●		
Loaded Touring	●		

The front end of any bicycle is under a tremendous amount of twisting force being leveraged by the extention of a long fork and wheel. The massive flared-diamond cross-section of the new Vortex top tube offers a much larger surface area to aggressively resist this force and maintain razor sharp tracking even under extreme cornering. This frame is absolutely rigid from front to back!

Think of it as a tasmanian devil ...with wheels.

The Compact is more than just a little brother to the Vortex. Sharing the same monstrously stiff P.F.T. tube shaping tech as the regular Vortex, the Vortex Compact is an aggressive, nimble little beast that will ravage the road while it snacks on the competition. Although new for 2006, the Vortex Compact is already widely regarded as the most desired all-around racer in the world. Bred for the action of traditional European road racing, the compact geometry makes for moment-of-thought response, yet the proprietary flared-diamond top tube provides rock-solid tracking and front end stability.

VORTEX :: COMPACT

MODEL: **2006 Litespeed Vortex Compact**	PERFORMANCE CLASSIFICATION: **Compact Stage Racer**	FRAMESET TECH: **P.F.T.**
GEOMETRY: **Compact Road**	FRAME MATERIAL: **6Al/4V Titanium Alloy**	AVERAGE WEIGHT: **1120g./2.47 lbs. for ML frame**
SIZES: **S, M, ML, L, XL, Custom to fit**	FINISH: **Bright Brushed or Custom Paint**	

1 The ultra-rigid, flared-diamond top tube and down tube comprise the backbone of the front triangle. The unbelievable stiffness of this frame in the compact geometry offer precise response in any riding situation. **2** The intersection of the down tube, seat tube and bb is MUCH stiffer thanks to the unique flared-diamond downtube and broad-based seat tube **3.** **4** Sweeping stays work in harmony with the inherent properties of titanium to create maximum vertical compliance for a smoother ride. They are also bladed to further cheat the wind. **5** Completely distinct chainstays take every nuance of pedal force and rework it into acceleration.

Luke McKenzie, Pro Triathlete :: Australia ©Shelli Bankier

You wouldn't think that we could continue to call this bike "the Ultimate" year after year, yet since its introduction in 1987, this bike has been the flagship of Litespeed products. This year is no exception. The blended 3Al/2.5V and 6Al/4V titanium tubeset offers the best balance of weight, performance, and price in our lineup. The lateral stiffness from the P.F.T. technology means that every ounce of force you put in your pedal stroke is translated into forward propulsion. The top tube shares the same shape with the Vortex and Vortex Compact to provide exceptional control and precise tracking in any situation. The innovative seat tube shape enhances that bottom bracket stability which again means increased power transfer.

ULTIMATE

MODEL: **2006 Litespeed Ultimate**	PERFORMANCE CLASSIFICATION: **Sprinter Extraordinaire**	FRAMESET TECH: **P.F.T.**
GEOMETRY: **Traditional Road**	FRAME MATERIAL: **Blended 6/4-3/2.5 Ti**	AVERAGE WEIGHT: **1160g./2.56 lbs. for 55cm frame**
SIZES: **49, 51, 53, 55, 57, 59, 61,63 , Custom to fit**	FINISH: **Bright Brushed or Custom Paint**	

1 Flared-diamond top tube offers exceptional handling. The top tube expansion at the head tube creates a super-solid front end for precision handling. **2** Ovalized triangle cross-section of the massive down tube redirects front end flex forces into drive power. **3** The unique seat tube accepts all common seatposts and yet transitions to transverse flat oval at the base to improve bb stiffness. **4** Sweeping bladed stays work in harmony to create maximum vertical compliance and minimum aerodynamic drag. **5** The super-short chainstays increase direct power transfer and raw acceleration. **6** Billet titanium replaceable rear derailleur hanger for easy maintenance.

You'll understand as soon as you climb on and start pedaling.

RIDING PERFORMANCE	Not Intended	Capable	Optimal
Criterium			●
Circuit Race			●
Domestic Road Race			●
European Classic			●
Stage Race		●	
Hilly Course Triathlon		●	
Flat Course Triathlon		●	
Non-Competitive Fitness		●	
Fast Touring	●		
Loaded Touring	●		

A truly blended bike, the 2006 Ultimate combines the very best of G.E.T. and P.F.T. tube shaping technology to create a frame that is ultra stiff from side-to-side, yet vertically compliant to give a super smooth all-day ride. Look at the design of the bb intersection. The broad bases of the down and seat tubes reduce the torsional flex of the bottom bracket shell greatly. This creates a dramatic increase in power transfer and acceleration. The beautifully bladed sweeping seatstays slice through the wind with F1 precision and provide sublime ride quality. It truly is the Ultimate performance machine.

RUSSELL 'FONZY' DOWNING :: 2005 RECYCLING.CO.UK/MGXPOWER/LITESPEED ©HENRY IDDON

Hell, the trophy probably weighs more than this frame.

RIDING PERFORMANCE	Not Intended	Capable	Optimal
Criterium			●
Circuit Race		●	●
Domestic Road Race		●	●
European Classic		●	●
Stage Race		●	●
Hilly Course Triathlon		●	
Flat Course Triathlon		●	
Non-Competitive Fitness			●
Fast Touring		●	
Loaded Touring		●	

UNIDENTIFIED LITESPEED ENTHUSIAST :: ©STEFAN EISEND

This bad boy was designed to meet the European bike snobs head on and take their candy. Don't let the feather weight of this bike fool you, it is a rugged machine that is at home on both asphalt and cobblestone. Classic road geometry means stable tracking and long haul comfort, while the 3Al/2.5V ti frame means you'll still be able to lift it onto the car after the race. While borrowing much of the technology of its sibling Vortex, the Litespeed Tuscany is nevertheless a unique frame. The subtle differences in tube shapes reflect a different set of performance parameters for which the 2006 Tuscany is setting new standards.

TUSCANY

MODEL: **2006 Litespeed Tuscany**	PERFORMANCE CLASSIFICATION: **Euro Classic Racer**	FRAMESET TECH: **G.E.T.**
GEOMETRY: **Traditional Road**	FRAME MATERIAL: **3/2.5 Titanium Alloy**	AVERAGE WEIGHT: **1265g./2.79 lbs. for 55cm frame**
SIZES: **49, 52, 53, 55, 57, 59, 61, Custom to fit**	FINISH: **Bright Brushed or Custom Paint**	

1 Expanded-diamond shape of top tube increases front-end stability. **2** The similarly shaped, oversized down tube morphs from head tube to bottom bracket and redirects front end flex forces into drive power. **3** The oversized seat tube adds to bb stiffness. **4** Sweeping bladed stays work in harmony to create maximum vertical compliance and minimum aerodynamic drag. The 2006 Tuscany utilizes much of the same technology and geometry as the radical Vortex.

Taking its cues from the ultra-aggressive Vortex Compact, the 2006 Siena sports a racing geometry that is agile and responsive. But wait, there's more! The Siena features many tube shapes and technologies from other high end models as well. Top tube shape from Ghisallo, down tube shape from Ultimate, seatstays from Vortex – all hand-crafted from 3Al/2.5V titanium alloy. This is a juiced-up road rocket that is made for winning. Taking full advantage of the natural properties of titanium, the Siena seems to do the impossible. It is at once rugged, rigid and supple making it a "must have" for any serious rider.

SIENA

MODEL: **2006 Litespeed Siena**	PERFORMANCE CLASSIFICATION: **Circuit Racer**	FRAMESET TECH: **G.E.T.**
GEOMETRY: **Compact Road**	FRAME MATERIAL: **3/2.5 Titanium Alloy**	AVERAGE WEIGHT: **1215g./2.68 lbs. for M frame**
SIZES: **S, M, ML, L, XL, Custom to fit**	FINISH: **Bright Brushed or Custom Paint**	

1 The top tube is based on structural dynamics of the ultralight Ghisallo and is super-strong. **2** The tube shapes at the head tube junction work together to create a rigid front-end for stable performance and confident tracking. **3** The oversized expanded-diamond down tube is crafted from 3Al/2.5V titanium alloy and is shaped for superior stiffness and handling precision. **4** The oversized seat tube further enhances the overall frame stiffness by locking the bottom bracket in place.

UNIDENTIFIED LITESPEED ENTHUSIAST :: ©STEFAN EISEND

The 2006 Siena is a wickedly nimble little demon that was made for slicing and dicing through the peloton.

RIDING PERFORMANCE	Not Intended	Capable	Optimal
Criterium			
Circuit Race			
Domestic Road Race			
European Classic			
Stage Race			
Hilly Course Triathlon			
Flat Course Triathlon			
Non-Competitive Fitness			
Fast Touring			
Loaded Touring			

PAVIA

MODEL: **2006 Litespeed Pavia**	PERFORMANCE CLASSIFICATION: **One Day Specialist**	FRAMESET TECH: **Monocoque**
GEOMETRY: **Compact Road**	FRAME MATERIAL: **Low Density Carbon**	AVERAGE WEIGHT: **1170g./2.58 lbs. for M frame**
SIZES: **S, M, ML, L, XL**	FINISH: **Screaming Red paint/3K carbon weave**	

1 Litespeed's much anticipated entry into the world of all-carbon racing frames begins with proven geometry similar to the Ghisallo. The Pavia frame is crafted in a monocoque design with Low Density Carbon - the finest carbon available and bonded with a unique Litespeed resin. The result is a race-ready high performance machine with superior ride quality and handling characteristics. The beautifully sculpted details are not simply pretty features, they are the culmination of much research and engineering developement. The graceful lines and transitions provide avenues of power transfer that are unsurpassed by any other carbon bike in the world. In other words, "My carbon bike can beat up your carbon bike!"

Okay, it's carbon.

Litespeed has been the leader of high performance cycling technology for two decades. During that time, you have heard us continually talk about how superior titanium is to carbon in the world of frame building. That hasn't changed. What has changed is that we have FINALLY developed a carbon frame that is worthy of our headbadge. The Pavia. Built around race-proven Ghisallo geometry and crafted with very low density carbon fiber and our exclusive resin system, this synthetic road rocket is ready to blast off! The gonzo red paint scheme is just a hint of how hot the Pavia is. Exquisite ride quality and handling are engineered into every intersection from the rock-solid front end to the beautifully sculpted aero stays bringing up the rear. For those of you who can't go a day without using the words "carbon fiber", we have heard your pleas and delivered the Pavia.

RIDING PERFORMANCE	Not Intended	Capable	Optimal
Criterium			●
Circuit Race			●
Domestic Road Race			●
European Classic			●
Stage Race			●
Hilly Course Triathlon		●	
Flat Course Triathlon		●	
Non-Competitive Fitness			●
Fast Touring	●		
Loaded Touring	●		

Don't act so suprised.

The ultra-tight 3K weave (3000 strands per band) of low-density carbon fiber bonded with Litespeed's unique formula delivers sublime ride quality and remarkable shock performance. The very molecular structure of this frame is engineered to do one thing – channel all your pedal energy into acceleration. It's not just carbon, it's Litespeed carbon.

This bike is podium-ready straight from the crate.

RIDING PERFORMANCE	Not Intended	Capable	Optimal
Criterium		●	
Circuit Race		●	●
Domestic Road Race		●	●
European Classic		●	●
Stage Race		●	●
Hilly Course Triathlon		●	
Flat Course Triathlon		●	
Non-Competitive Fitness			●
Fast Touring	●		
Loaded Touring	●		

Chris Newton :: 2005 recycling.co.uk/mgxpower/litespeed ©Henry Iddon

The 2006 Litespeed Teramo takes it's styling cues from the venerable accellerocket, Ghisallo. The aggressive compact geometry allows for remarkably nimble yet precise handling, while the 3Al/2.5V titanium frame materials offers a high-performance race ready bike at an entry-level price. Tube shaping technology plays a key role in the frame stiffness and acceleration characteristics. Our engineers are able to wring more performance with less materials, and it shows. Although the Teramo racing heritage began just a short time ago, the victories are already piling up around Europe and the world. The perfect blend of lightweight ti alloy, engineered tube shapes, and road-devowering geometry makes the Teramo a beautiful choice, even if you aren't planning to "do the Tour." You could if you wanted to.

TERAMO

MODEL: **2006 Litespeed Teramo**	PERFORMANCE CLASSIFICATION: **Circuit Racer**	FRAMESET TECH: **G.E.T.**
GEOMETRY: **Compact Road**	FRAME MATERIAL: **3/2.5 Titanium Alloy**	AVERAGE WEIGHT: **1355g./2.98 lbs. for M frame**
SIZES: **S, M, ML, L, XL, Custom to fit**	FINISH: **Bright Brushed or Custom Paint**	

1 The top tube is based on structural dynamics of the ultralight Ghisallo and is super-strong. **2** The tube shapes at the head tube junction work together to create a rigid front-end for stable performance and confident tracking. **3** The oversized expanded-diamond down tube is crafted from 3Al/2.5V titanium alloy and is shaped for superior stiffness and handling precision. **4** The oversized seat tube further enhances the overall frame stiffness by locking the bottom bracket in place. **5** The sweeping seatstays offer improved vibration dampening and overall long-haul comfort. Shimano Dura-Ace derailleurs **6**, Real Design Supersphere wheels **7**, and Real Design HP Pro Signature carbon fork **8** are race-tuned and ready to go!

FIRENZE

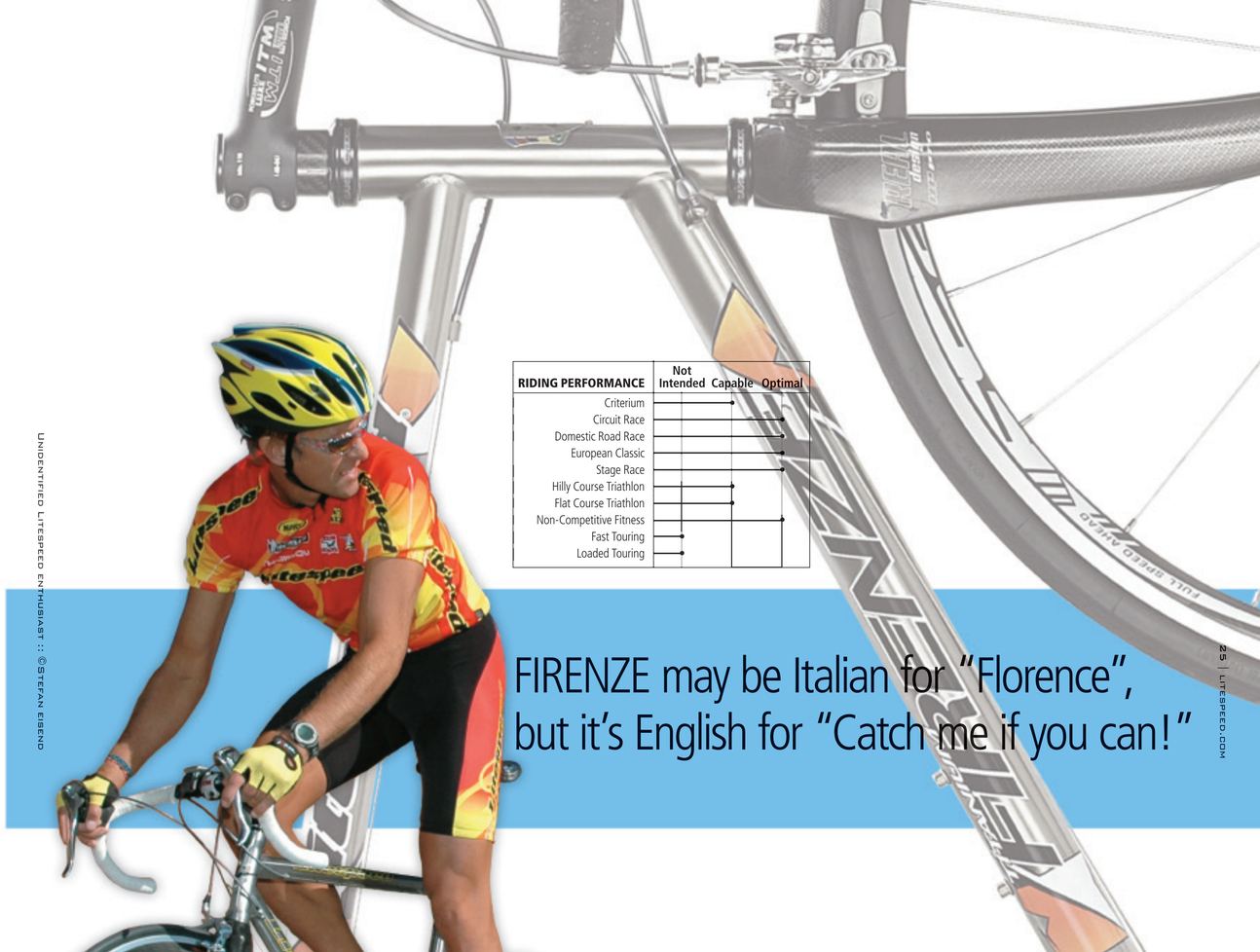
Firenze goes compact! Born with traditional European road lines, the 2006 Litespeed Firenze has been refined and re-tooled with popular compact geometry that provides quicker response and improved acceleration. The lightweight 3Al/2.5V ti frame begins with tube shapes that are engineered to deliver improved strength and stiffness in critical areas. The tube set is then lovingly hand assembled by the finest welders and finishers in the world.

This bike had phenomenal climbing ability thanks in part to the straight chainstays and rock-solid bottom bracket. And, the top tube (which shares the same shape tech as the Ghisallo top tube) offers tremendous front-end stability when you are making those wild descents!

Sharing most of the same frame features, both Firenze and its sibling Teramo come right out of the box ready to race, so get one that has the right component package for you and get ready to win. Even if you are just racing your previous ride time.

MODEL: **2006 Litespeed Firenze**	PERFORMANCE CLASSIFICATION: **Circuit racer**	FRAMESET TECH: **G.E.T.**
GEOMETRY: **Compact Road**	FRAME MATERIAL: **3/2.5 Titanium Alloy**	AVERAGE WEIGHT: **1355g./2.98 lbs. for M frame**
SIZES: **S, M, ML, L, XL, Custom to fit**	FINISH: **Bright Brushed or Custom Paint**	

1 The most significant difference between the Firenze and the Teramo is the componentry, starting with Ultegra derailleurs. **2** FSA RD 88 wheels practially propell themselves. **3** Real Design HP Pro signature carbon fork provides steady tracking and high aero performance. **4** The 3-sided top G.E.T. top tube locks up the front-end for increased handling precision. **5** Aggressive front triangle is completed with an oversized diamond shaped 3Al/2.5V down tube and **6** biaxially ovalized seat tube.



UNIDENTIFIED LITESPEED ENTHUSIAST :: ©STEFAN EISEND

RIDING PERFORMANCE	Not Intended	Capable	Optimal
Criterium			
Circuit Race			
Domestic Road Race			
European Classic			
Stage Race			
Hilly Course Triathlon			
Flat Course Triathlon			
Non-Competitive Fitness			
Fast Touring			
Loaded Touring			

FIRENZE may be Italian for "Florence", but it's English for "Catch me if you can!"

RIDING PERFORMANCE	Not Intended	Capable	Optimal
Criterium		●	
Circuit Race			●
Domestic Road Race			●
European Classic			●
Stage Race			●
Hilly Course Triathlon		●	
Flat Course Triathlon		●	
Non-Competitive Fitness			●
Fast Touring	●		
Loaded Touring	●		

Never underestimate.

Unidentified Litespeed enthusiast :: ©Stefan Eisend

Bella means "Beautiful",

and that's the only way to describe this machine. Crafted from 3Al/2.5V ti alloy, the Bella is everything that a Litespeed should be – aggressive, graceful, responsive – beautiful. Yet the Bella is made specifically for women with a geometry designed to accommodate the longer legs and the shorter reach of the female body. Tricked out with added female-specific components, you will appreciate the way the Bella performs. Don't simply settle for a man's bike that just happens to be small enough for you to ride. You're not built like a man, so why should you ride a man's bike? You deserve a bike that caters to those differences. The Bella gives uncompromising performance in an uncompromising world.

There's something very cool about kicking ass, right girls?

BELLA

MODEL: **2006 Litespeed Bella**	PERFORMANCE CLASSIFICATION: **Giant-Killer**	FRAMESET TECH: **G.E.T.**
GEOMETRY: **Women's Specific**	FRAME MATERIAL: **3/2.5 Titanium Alloy**	AVERAGE WEIGHT: **1305g./2.87 lbs. for M frame**
SIZES: **XS (on 650c wheels), S, M, L, XL , Custom to fit**	FINISH: **Irresistable Rose paint**	

1 Woman's specific frame design crafted from 3Al/2.5V titanium is designed for female body proportions. **2** The oversized seat tube adds drivetrain stiffness and precise shifting. **3** Radially swept seatstays provide a sweeter ride without sacrificing high performance handling. **4** You can truly blaze on the FSA RD 88 wheels. **5** The Real Design Signature carbon fork is extremely lightweight and color matched to the frame. **6** and **7** Special women's-specific components complete the package of this beautiful road rocket.

BLADE

MODEL: **2006 Litespeed Blade**	PERFORMANCE CLASSIFICATION: **TT/Triathlon**	FRAMESET TECH: **G.E.T.**
GEOMETRY: **Triathlon**	FRAME MATERIAL: **6Al/4V Titanium Alloy**	AVERAGE WEIGHT: **1730g./3.81 lbs. for 55cm frame**
SIZES: **650c -49, 51 700c - 53, 55, 57, 59, 61, Custom to fit**	FINISH: **Bright Brushed or Custom Paint**	

1 Massive, bladed down tube provides a superstrong knife-edged backbone for superior aero performance. **2** The flattened diamond cross section of the top tube provides remarkable stiffness and precision handling characteristics. **3** Internal cable routing is invisible to the wind. **4** Specially engineered wedge-shaped head tube splits the wind to reduce aerodynamic drag. **5** Bladed seat tube and **6** bladed carbon seatpost further reduce both aerodynamic drag and increase torsional stability. **7** Micro adjustable rear-entry dropouts allow you to tuck your drive wheel as close as you dare into **8** wheel cutout in seat tube.

Divide the wind and conquer it.

Before a Blade, the wind is nothing. This two-wheeled scimitar is made to slice through air so effectively that its drag is barely noticable. That would explain why the Litespeed Blade is the most successful time-trial/triathlon bike in history. Everything about this bike is designed for maximum aerodynamic performance. Beginning with the knife-like leading edge of the massive down tube all the way past the rear wheel, there is little for the wind to hold onto. We even added rear-entry micro adjustable dropouts that allow the rear wheel to tuck super-close into a cutout in the aero bladed seat tube so to reduce drag by as much as 20%! The 6Al/4V titanium alloy frame is also super tough and durable. So, if you take out the wind and the occasional irresponsible baggage handlers,

the only thing left is victory.

RIDING PERFORMANCE	Not Intended	Capable	Optimal
Criterium	●		
Circuit Race	●		
Domestic Road Race	●		
European Classic	●		
Stage Race	●		
Hilly Course Triathlon		●	
Flat Course Triathlon		●	●
Non-Competitive Fitness	●		
Fast Touring	●		
Loaded Touring	●		

Everyone knows that a good tuck is essential for the best aerodynamic performance. The Litespeed Blade has micro-adjustable horizontal rear dropouts that allow you to tuck your wheel into this nifty cutout and thus, improve your aero performance. Just one more attention to detail that sets us apart.

FRANCOIS CHABAUD :: 2005 IM HAWAII ©HERBERT KRABEL

RIDING PERFORMANCE	Not Intended	Capable	Optimal
Criterium			
Circuit Race			
Domestic Road Race			
European Classic			
Stage Race			
Hilly Course Triathlon			
Flat Course Triathlon			
Non-Competitive Fitness			
Fast Touring			
Loaded Touring			

Timo Bracht :: 2005 IM Hawaii ©John Segasta, Wahomedia

The wind will never even know that you were there.

Attention to detail is one of the hallmarks of Litespeed craftsmanship. Consider this integrated aero seat collar which accepts a bladed carbon seatpost for the pinnacle of aerodynamic performance. This is just one small feature that contributes to the superfast speeds you can attain on the 2006 Litespeed Saber.

The 2006 Litespeed Saber shares many things with the Blade including it's ability to cheat the breeze. The oversized down tube and seat tube are bladed so keenly, that you will cross the finish line with little more than a whisper.

The geometry of the Saber naturally places you into an aggressive fast-forward riding position for full throttle competition. Although designed to do battle, the Saber is built to handle even the most brutal daily training. The 3Al/2.5V titanium tubeset is lightweight, rugged and utterly dependable.

From the wind-splitting head tube to the micro adjustable rear dropout, this bike is a weapon that will carry you to victory and leave the wind wondering, "What was that?!"

SABER

MODEL: **2006 Litespeed Saber**	PERFORMANCE CLASSIFICATION: **Triathlon/Time Trial**	FRAMESET TECH: **G.E.T.**
GEOMETRY: **Tri/TT specific**	FRAME MATERIAL: **3/2.5 Titanium Alloy**	AVERAGE WEIGHT: **1160g./2.56 lbs. for 55cm frame**
SIZES: **49, 52, 53, 55, 57, 59, 61, Custom to fit**	FINISH: **Bright Brushed or Custom Paint**	

1 Cold-worked aero-shaped 3Al/2.5V GET tri-specific geometry titanium frame is light, strong and fast. **2** Aero bladed 3Al-2.5V down tube lets you slice through the wind. **3** 3Al/2.5.V shaped top tube resists torsional forces and adds further to the aerodynamics performance of the frame. **4** Aero titanium seatstays slice through the wind while the sweeping curve offers road softening vertical compliance. **5** Aero carbon seatpost adds another aerodynamic advantage to this bike.

So, you want to be a triathlete...

The cycling part of the triathlon is the one place where the right gear makes all the difference in your final time. The Litespeed Tachyon is designed to be a super-light and comfortable ride with tremendous durability and sustainable power output. Handmade from rugged 3/2.5 ti, the Tachyon will survive your travels to the world's top races and then blast you to the top of the leaderboard once you clip on. Borrowing from the its siblings, Blade and Saber, the Tachyon offers superior performance at a price that will still leave you enough for the entry fees. Climb onto a Tachyon and you will appreciate the geometry. Ride it for a while and you will appreciate the Litespeed titanium. Race it and you'll be glad it's yours.

RIDING PERFORMANCE	Not Intended	Capable	Optimal
Criterium			
Circuit Race			
Domestic Road Race			
European Classic			
Stage Race			
Hilly Course Triathlon			
Flat Course Triathlon			
Non-Competitive Fitness			
Fast Touring			
Loaded Touring			

TACHYON

MODEL: **2006 Litespeed Tachyon**	PERFORMANCE CLASSIFICATION: **Triathlon Specialist**	FRAMESET TECH: **G.E .T.**
GEOMETRY: **Compact Tri**	FRAME MATERIAL: **3/2.5 Titanium Alloy**	AVERAGE WEIGHT: **1160g./2.56 lbs. for 55cm frame**
SIZES: **49, 52, 53, 55, 57, 59, 61, Custom to fit**	FINISH: **Bright Brushed or Custom Paint**	

1 Exclusive 3Al/2.5V titanium aero tube set profiles provide wind-cheating performance and exceptional handling. **2** Aero teardrop shaped down tube offers a great blend of superior aerodynamic performance and rock-solid base for bottom bracket stiffness. **3** The steep seat angle geometry makes for easier transitions to the run. **4** sweeping radial seat stays offer unparalleled long-haul comfort. **5** The laser-straight chainstays increase direct power transfer and raw acceleration.

EVAN OLIPHANT :: 2005 TOUR OF BRITAIN ©HENRY IDDON

Litespeed Full-Suspension technology delivers unparalleled comfort and performance in an unbeatable package!

CLR CONSTANT LEVERAGE RATIO

CLR linkage is a moto inspired cam-link design. The key to the system is maintaining a balanced wheel-to-shock travel ratio. Whether tuning for a heavy or light rider, the bike is easily setup to obtain full use of travel with no compromising "soft" or "hard" spots within the stroke.

The bike can be setup at either 4" (102mm) or 5" (127mm) of rear travel and is designed so that the geometry is optimized in each mode. In other words: It's not a bike with a compromising gizmo function that creates adjustable travel for the sake of marketing. What we've achieved is a suspension system that delivers smooth compression and rebound travel through the entire stroke of the shock. Most rocker and linkage designs have a variable rate that either increases or decreases within the stroke of travel. Designers are then forced to average the variable leverage ratios and valve the shock accordingly. This explains why some designs perform well in the middle of the stroke and don't allow finite tuning at the top or bottom of the travel. Riders are forced to use air pressure adjustments to make the bike work well at the top of the stroke. In most cases this inevitably makes the bottom of the stroke so stiff, that full travel is never really achieved. In theory, a six-inch travel bike may only have five inches of true usable travel. With the CLR linkage you are assured of a full four or five inches of rear wheel travel.

For those grinding hard-packed climbs, the on-the-fly lever is easily accessible, and the 3 positions of ProPedal adjustment maximize pedaling efficiency. Fox's RP3 system has raised the bar in the world of mountain bike suspension performance and comes standard on both the Niota-Ti and Niota-Al. A finely tuned compression ratio within the shock has made both the setup and valve tuning easier. Plus, the rebound valving has been revamped for predictable tracking and no "basketball effect".

No pedaling energy is wasted with Fox's "ProPedal Damping" system . The stable pedaling platform delivers the right balance of low-speed compression damping without sacrificing small bump performance and high speed compression control.

Consistently smooth travel is guaranteed by the patented Float RP3 shock featuring a self-adjusting negative spring. This creates a coil-like with an air shock. The Float system automatically keeps the balance between the positive and negative air chambers, thus reducing the super steep spring curve commonly associated with air-sprung shocks. The negative air pressure also works to reduce stiction, providing very predictable bump performance.

The CLR linkage was designed around the latest and most sophisticated shock technologies from Fox Racing, the stock Float RP3 and the optional DHX Air series. This linkage system generates a smooth, precise wheelpath with no "hinge-effect" or directional change. This ensures minimal drivetrain interference.

*The optional DHX Air [shown] is not just another air shock. Specifically designed to perfectly blend the best attributes of the DHX damper and a lightweight air spring, the new DHX Air provides the most coil-like ride ever offered with air technology. Oil flow is specially routed to allow perfect control and optimal small bump ride and the chassis offers not only light weight, but also the benefit of user-serviceable air sleeve. The DHX Air 5.0 also features the position sensitive Boost Valve technology, externally adjustable bottom-out resistance, 15-click adjustable ProPedal, externally adjustable speed sensitive shimmed rebound control, and super fine tuning through air pressure adjustments in the reservoir, which will increase or decrease the entire compression damping range.

The sealed-cartridge bearing swingarm pivot is rock solid and maintainence-free.

OFF-ROAD
PERFORMANCE TECH

FULL SUSPENSION

RIDING PERFORMANCE	Not Intended	Capable	Optimal
XC Race			
Adventure Race			
All-Mountain			
4X/Slalom			
Free Ride/Big Hit			

The 2006 Niota is available with the optional Fox DHX Air rear shock and the Fox Float X Trail Tune 130mm front fork.

This unique moto-inspired swingarm and linkage system of the Niota maintains a balanced wheel-to-shock travel ratio. Whether tuning it for a heavy or light rider, this bike makes full use of the shock's travel without compromizing performance. You won't find any "soft" or "hard" spots in the entire cycle of your pedal stroke!

Chris Brown :: Litespeed Inside Sales - Semi-Pro Mountain Biker/Cat 2 Road Racer

The Undisputed King Of The Mountain!

It's hard to believe that something so light can be so incredibly strong! The Niota-Ti is built for a single purpose – to win races over the roughest terrain in the world. Our patented CLR rear suspension, soaks up even the worst washboards and allows you to keep your line while blazing through the single-tracks. Yet, you won't get that spongy feeling that you get accelerating on some other guy's full-suspension bike. The CLR maintains even power delivery throughout the 5" of travel. It climbs with the speed and agility of a mountain goat. Crafted from 6Al/2.5V titanium, the Niota-Ti is the ultimate full-suspension All-Mountain monster.

NIOTA-TI

MODEL: **2006 Litespeed Niota Ti**	PERFORMANCE CLASSIFICATION: **All-Mountain**	FRAMESET TECH: **G.E.T.**
GEOMETRY: **Full-Suspension**	FRAME MATERIAL: **Blended 6/4 -3/2.5 ti**	AVG. WEIGHT: **2240g./4.93 lbs. for M frame**
SIZES: **S, M, ML, L, Custom to fit**	FINISH: **Bright Brushed or Custom Paint**	

1 Litespeed's exclusive CLR (Constant Leverage Ratio) suspension system is the new favorite of magazine editors. **2** The massive biaxially ovalized 6Al/4V titanium down tube adds bottom bracket stiffness and front-end stability. **3** Trail-hungry geometry is optimized for 100mm to 150mm travel forks. **4** The rear suspension travel is adjustable from 4" to 5" from the Fox RP3 shock that has been revalved for 2006. (Shown with optional DHX Air 5.0 shock). **5** The disc specific design will stop you so fast that your eyeballs will shoot right out of your head! This baby is made to conquer the unpaved parts of the world.

RIDING PERFORMANCE	Not Intended	Capable	Optimal
XC Race		●	
Adventure Race		●	
All-Mountain			●
4X/Slalom		●	
Free Ride/Big Hit			

Nick Gibson :: Litespeed Customer Service - Expert Mountain Biker

"The rock garden must be worked for pure harmony to be reached."

- Zen Teaching

The Niota-AL is the aluminum twin of the celebrated bombshell, Niota Ti. It has all the same all-mountain geometry and revolutionary suspension features of the Niota Ti, but it is crafted from Litespeed's exclusive Alite AN6 aluminum. You have to work in the corporate world, there is no reason you have to play in it as well. The Niota-AL is built for getting out and thrashing the demons that haunt your 8 to 5. The patented CLR linkage system allows you to accelerate over the roughest terrain without any compromising "hard" or "soft" spots within the pedal stroke. The entire suspension is vastly adjustable for all rider weights. The 2006 Niota-AL is the master of all terrain and the perfect tool for tending to the needs of your soul.

NIOTA-AL

MODEL: **2006 Litespeed Niota - AL**	PERFORMANCE CLASSIFICATION: **All-Mountain**	FRAMESET TECH: **G.E.T.**
GEOMETRY: **Full-Suspension**	FRAME MATERIAL: **Alite AN6 Aluminum**	AVERAGE WEIGHT: **2425g./5.34 lbs. for M frame**
SIZES: **S, M, ML, L, Custom to fit**	FINISH: **Matte Gray paint**	

1 The Niota's Alite butted and heat-treated aluminum tubeset yields a lightweight ride that is remarkably stiff. **2** The massive ovalized top tube creates a the super-rigid spine that helps distribute the impact loads of even the most rugged terrain. **3** Machined aluminum link offer 2 levels of rear wheel travel. **4** Fox's RP3 shock offers ProPedal damping and on-the-fly adjustment without sacrificing small bump sensitivity. **5** Disc specific dropouts are set up for the latest in braking technology.

SEWANEE

MODEL: **2006 Litespeed Sewanee**	PERFORMANCE CLASSIFICATION: **Cross Country**	FRAMESET TECH: **G.E.T.**
GEOMETRY: **Full-Suspension**	FRAME MATERIAL: **3/2.5 Titanium Alloy**	AVERAGE WEIGHT: **1985g./4.37 lbs. for M frame**
SIZES: **S, M, ML, L, Custom to fit**	FINISH: **Bright Brushed or Custom Paint**	

1 Feather light cross country full-suspension design crafted from 3Al/2.5V titanium. **2** Biaxially ovalized down tube backbone increases stiffness at the bottom bracket. **3** The Sewanee features Fox RP3 Shock with adjustable ProPedal technology. **4** The XC geometry is optimized for 80mm - 100mm forks. **5** The CLR Balanced Ratio Suspension design features a titanium rocker and 60mm of rear wheel vertical travel. This is a new twist on a single rocer design. By using the shortest shock stroke possible, the rocker maintains a balanced wheel-to-shock travel ratio. Whether tuning for a heavyweight or light rider, the bike obtains full use of travel with no compromising "soft" or "hard" spots within the stroke.

Sweeeeeeeeeeeeeeeeee eeeeeeet, Sewanee!

You want full suspension, yet you want light weight. You want incredible climbing ability and steady, aggressive power transfer. You want to be able to thrash around in the mud and the crud and then just hose off your bike and put it away till the next ride. You want to be cross-country race ready right out of the crate. You want a Litespeed Sewanee. Built around a short-stroke, single rocker layout, the Sewanee uses Litespeed's CLR (Constant Leverage Ratio) rear suspension to keep delivering constant power to the drive wheel, no matter what the trail conditions are. A full 60mm of vertical rear travel soaks up the punishment while continuing to deliver performance where it counts! And, the Sewanee is crafted from 3Al/2.5V titanium alloy so you know it can take the abuse of years of XC racing. This bike is truly a sweet ride!

RIDING PERFORMANCE	Not Intended	Capable	Optimal
XC Race			●
Adventure Race			●
All-Mountain		●	
4X/Slalom		●	
Free Ride/Big Hit	●		

FOYE TROUTE :: LITESPEED PROJECT COORDINATOR - SEMI-PRO MOUNTAIN BIKER/CAT 3 ROAD RACER

Look at this beautiful mechanism. Just another example of Litespeed's meticulous craftsmanship. CNC machined components are hand fitted and welded into the assembly. All the pivot points of the Litespeed Sewanee's suspension are sealed to ensure years of maintenance-free off-road riding.

Man, look at this downtube! 2 inches of cold-worked 6Al/4V titanium alloy biaxially ovalized along the full length. This is blast-proof frame work, baby, and able to chow down on whatever you want to serve up. This tube is ovalized vertically at the head tube to maximize front-end stability. Yet, at the other end, it is ovalized from side-to-side to stiffen the bottom bracket and increase power delivery. Go on, torque on it! You'll just rocket up and over that berm, and the next, and the next!

JAMES SCHOOMAKER :: SPORT MOUNTAIN BIKER

RIDING PERFORMANCE	Not Intended	Capable	Optimal
XC Race			●
Adventure Race			●
All-Mountain	●		
4X/Slalom	●		
Free Ride/Big Hit	●		

Show the mountain goats a thing or two, baby!

Agile, fast and sure-footed. You can't find a better way to describe the 2006 Litespeed Tanasi. Unless you add lightweight, indestructable, and destined for greatness. The 6Al/4V titanium frame is so light, it will practically climb the mountain by itself, so that after the ride, you'll still have enough strength to pop this baby onto the rack - no problem. This go-anywhere trail munching machine is completely impervious to anything comes its way - whether rain, mud, rock, or even nasty taunts tossed by jealous competitors. The super-broad bases of the down and seat tubes make their connection with the BB the strongest and stiffest in the world. That means unparalleled torque and power transfer. If you think only mother nature can make a mountain goat, think again. Clip onto a 2006 Tanasi and show the mountain who's boss.

TANASI

MODEL: **2006 Litespeed Tanasi**	PERFORMANCE CLASSIFICATION: **Cross Country**	FRAMESET TECH: **G.E.T.**
GEOMETRY: **Hardtail**	FRAME MATERIAL: **6/4 Titanium Alloy**	AVERAGE WEIGHT: **1300g./2.86 lbs. for 16.5 frame**
SIZES: **14, 16.5, 18, 19.5, Custom to fit**	FINISH: **Bright Brushed or Custom Paint**	

1 Durable and ultra-lightweight ride delivered by the 6Al/4V titanium main frame. **2** Fantastic power transfer due to the 2" biaxially ovalized 6/4 down tube. **3** The tapered triangular top tube provides superior handling characteristics. **4** Disc specific design and cable routing. **6** The Tanasi's race-proven geometry is optimized for 80mm - 100mm travel forks.

PISGAH

MODEL: **2006 Litespeed Pisgah**	PERFORMANCE CLASSIFICATION: **Cross Country**	FRAMESET TECH: **G.E.T.**
GEOMETRY: **Hardtail**	FRAME MATERIAL: **3/2.5 Titanium Alloy**	AVERAGE WEIGHT: **1590g./3.50 lbs. for 16.5" frame**
SIZES: **14, 16.5, 18, 19.5, Custom to fit**	FINISH: **Bright Brushed or Custom Paint**	

1 The hand-crafted 3Al/2.5V titanium frame is durable and responsive. **2** Increased torsional rigidity is thanks to the stiff biaxially ovalized down tube. **3** Smart, easy cable routing makes maintenance easy-breezy. **4** The Pisgah comes set up for either rim brakes or disc brake (with an optional kit).

The 2006 Pisgah is a no-nonsense, race-born, race-proven, kick-ass, bring-it-on, hardcore, hardtail.

And, it only weighs 3.5lbs!

The Litespeed Pisgah may hold the entry-level spot in the 2006 model line-up, but the ride quality is sublime, the cross-country setup is perfect and the 3Al/2.5V ti frame is virtually indestructable. Does that sound "entry-level" to you? The intrensic durability and and resillience of titanium makes this bike perfect for those epic journeys where you pit yourself against the great outdoors. You won't have to worry about whether or not this bike is good enough for you. You might better worry about whether or not you are good enough for the bike. The Pisgah is a super-stiff frame which means greater acceration and climbing rate. This is due to many factors such as the huge, biaxially ovalized down tube and the arrow-straight seatstays. But 3/2.5 ti is legendary for its vibration dampening which means that the epic ride won't beat you to death. Plus, at only 3.5 pounds, the Pisgah is easy to huck onto your shoulder to cross the creek when the water is waist deep.

And, if you want to race this baby, you can rely on the proven XC race geometry of the Pisgah to deliver the power transfer and sure handling that Litespeed mountain bikes are known for. So bring on the XC Race, bring on the Adventure Race, bring on the Trans-Canada trip you plan next spring. Just bring it on!

RIDING PERFORMANCE	Not Intended	Capable	Optimal
XC Race			●
Adventure Race			●
All-Mountain		●	
4X/Slalom		●	
Free Ride/Big Hit	●		

FOYE TRAUTE :: LITESPEED PROJECT COORDINATOR :: SEMI-PRO MOUNTAIN BIKER/DAT 3 ROAD RACER

CUSTOM FITTING & FRAMES

Need a custom geometry? How about a track bike, cyclocross bike, or a unique tandem? Or, maybe you just want your kid to have the fastest tricycle on the planet?

At Litespeed, we have been building custom bikes for nearly 20 years, and whether you need us to create a bicycle that provides you with that hard-to-find perfect fit, or you are looking for a bicycle crafted with a certain performance criteria in mind, we can build it. We have made thousands of high-performance custom frames over the years, not only for some of the top names in cycling, but also everyday passionate cyclists like you. From Century rides all over the world, to triathalons everywhere, to the Tour de France and 6-day races, our custom designs have set the standards in performance for years. Even if you are 7'6" or 4'5", or you are physically challenged in any way, we can accomodate your needs. The point is, if you have a vision, and it includes two wheels and pedals, we can make your dream a reality.

Our custom bikes belong in a classification of their own. We have separate machinery, staff, and designers completely dedicated to custom fabrication. This staff works daily at only one task, creating perfectly designed and perfectly constructed custom bikes.

Your first step is to contact your dealer to discuss your needs or desires and decide how best to fulfill them. The dealer is in direct contact with our custom engineering/design department throughout the process. Once we receive the specifications, your frame is meticulously drawn on our CAD (Computer Aided Design) system to ensure the utmost in accuracy. That drawing is then approved by you and your dealer, and we then create a full-scale blueprint for our craftsmen to reference. Many other manufacturers choose to build "close-to-your-needs" frames using pre-mitered tubes that are pulled off the shelf as needed. WE create each custom bike from scratch. Every tube is cut, shaped, and mitered specifically for your bike. Our approach is to work closely with you and your dealer to craft the frame of your dreams, and the entire process can take as little as three to five weeks once you approve the initial drawings. Our utmost goal to provide you with a perfect fit, outstanding performance, and a ride you can enjoy for the rest of your life.

To learn more, go to our website: www.litespeed.com.

Stealth Black	PPG 95130
Blaze Red	PPG 75250
Summer Blue	PPG 190410
Speedway Yellow	PPG 84209
Bright Green	PPG 402498
Pearl White	PPG 4938/4939
Pearl Orange	PPG 62494/62495
Blue Metal Mist	PPG 190693
Green Gold	PPG 48475
Irresistable Rose	[custom blend]

PAINT

Once designed, you can now add your signature to the bike by selecting from our rainbow of paint and decal options, creating a bike that truly reflects your individuality.

GROUPOS

ROAD COMPONENT GROUPS

	Dura Ace ProBuild	Dura Ace	Ultegra	Teramo	Firenze
CONTROLS					
Headset	Chris King	Cane Creek SOLOS	Cane Creek S-3	Cane Creek S-3	Cane Creek S-3
Handlebar	ITM K-Sword Carbon 31.8	ITM Mantis	ITM Mantis	ITM SuperOver 330	ITM SuperOver 330
Stem	ITM Millenium 31.8	ITM Mantis 31.8	ITM Mantis 31.8	ITM Forged Lite 31.8	ITM Forged Lite 31.8
Grips / Bar Tape	Cork Black	Cork Black	Cork Black	Cork Black	Cork Black
Saddle	fi'zi:k Arione Ti	fi'zi:k Aliante Sport Ti	fi'zi:k Aliante Sport Ti	fi'zi:k Aliante Sport Ti	fi'zi:k Aliante Sport Ti
Seat Post	Real Design Carbon	FSA SLK Carbon	Thomson Aluminum	Thomson Aluminum	Thomson Aluminum
DRIVETRAIN					
Front Derailleur	Dura Ace 7800	Dura Ace 7800	Ultegra 6600	Dura Ace 7800	Ultegra 6600
Rear Derailleur	Dura Ace 7800	Dura Ace 7800	Ultegra 6600	Dura Ace 7800	Ultegra 6600
Shifters	Dura Ace 7800	Dura Ace 7800	Ultegra 6600	Dura Ace 7800	Ultegra 6600
Cranks	Dura Ace 7800	FSA SLK Carbon	Ultegra 6600	FSA Energy MegaExo Compact	FSA Gossamer Compact
Bottom Bracket	Dura Ace 7800	MegaExo	Ultegra 6600	MegaExo	MegaExo
Cassette	Dura Ace 7800	Ultegra 6600	Ultegra 6600	Ultegra 6600	Ultegra 6600
Chain	Dura Ace 7800	Ultegra 6600	Ultegra 6600	Ultegra 6600	Ultegra 6600
Brakes	Dura Ace 7800	Ultegra 6600	Ultegra 6600	Shimano 105 Black	Shimano 105 Black
WHEELSET					
Wheelset	Ksyrium SL	Real Design UltraSphere	Real Design SuperSphere	Real Design SuperSphere	FSA RD-88
Tires	Vittoria Rubino Pro	Vittoria Rubino Pro	Vittoria Rubino Pro	Vittoria Rubino Pro	Vittoria Rubino Pro

MULTI SPORT/TOURING COMPONENT GROUPS

	Dura Ace Multi	Ultegra Multi	Tachyon	Blue Ridge*
CONTROLS				
Headset	Cane Creek IS-8	Cane Creek IS-8	Cane Creek IS-8	Cane Creek S-3
Handlebar	Vision Base	Vision Base	Aluminum	ITM Mantis
Aero bars	Vision Carbon Clip On	Vision TT Clip On	Vision TT Clip On	N/A
Stem	Vision Sizemore	Vision Sizemore	ITM	ITM Mantis
Grips / Bar Tape	Cork Black	Cork Black	Cork Black	Cork Black
Saddle	Fizik Arione Tri Ti	Fizik Arione Tri Ti	Litespeed	fi'zi:k Aliante Sport Ti
Seat Post	Real Design Carbon Aero	Real Design Carbon Aero	Thomson Alum.	Thomson Alum.
DRIVETRAIN				
Front Derailleur	Dura Ace 7800	Ultegra 6600	Shimano 105 5600	Ultegra 6603 Triple
Rear Derailleur	Dura Ace 7800	Ultegra 6600	Ultegra 6600	Ultegra 6603 Triple
Shifters	Dura Ace 7800	Dura Ace 7800	Dura Ace 7800	Ultegra 6603 Triple
Cranks	Dura Ace 7800	Ultegra 6600	FSA Gossamer	Ultegra 6603 Triple
Bottom Bracket	Dura Ace 7800	Ultegra 6600	FSA Mega Exo	Ultegra 6600
Cassette	Dura Ace 7800	Ultegra 6600	Shimano 105 5600	Ultegra 6600
Chain	Dura Ace 7800	Ultegra 6600	Shimano 105 5600	Ultegra 6600
BRAKE SYSTEM				
Brakes	Dura Ace 7800	Ultegra 6600	Shimano 105 Black	AVID Shorty 4
Levers	Vision Aero	Cane Creek TT200	Cane Creek TT200	Ultegra 6603 Triple
WHEELSET				
Wheelset	UltraSonic 60	SuperSonic 60	FSA RD-88	Ultegra/Open Pro
Tires	Vittoria Rubino Pro	Vittoria Rubino Pro	Vittoria Rubino Pro	Michelin Jet

Note: Specifications and options are subject to change. European specifications may vary.

MTN. COMPONENT GROUPS

	XTR Disc	XT Disc
CONTROLS		
Headset	Cane Creek S-3	Cane Creek S-3
Handlebar	FSA XC-190 31.8	FSA XC-280 31.8
Stem	FSA OS-115 31.8	FSA OS-170 31.8
Grips / Bar Tape	Oury Mtn Grips	Oury Mtn Grips
Saddle	Fi'zi:k Gobi	Fi'zi:k Aliante Sport Ti
Seatpost	Thompson Alum.	Thompson Alum.
DRIVETRAIN		
Front Derailleur	XTR	XT
Rear Derailleur	XTR	XT
Shifters	XTR	XT
Cranks	XTR	XT
Bottom Bracket	XTR	XT
Cassette	XTR	XT
Chain	Dura Ace / XTR	Shimano
BRAKE SYSTEM		
Brakes	XTR Disc	XT
Levers	XTR	XT
WHEELSET		
Wheels	Cross Max SL Disc	Cross Max Enduro Disc
Tires	Continental Explorer Pro	Continental Explorer Pro

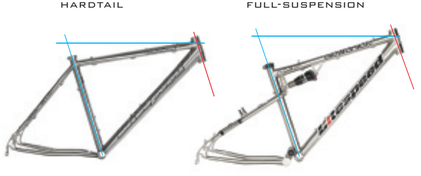
*Not featured in catalog. For more info about the '06 Blue Ridge, visit www.litespeed.com.

STANDARD ROAD FRAMES
All Litespeed standard road frame sizes are measured in a center to top format from the center of the bottom bracket shell to the intersection of the centerline of the seat tube and the top of the top tube. Top tube lengths on our road frames are taken from the intersection of the centerlines of the seat tube and top tube to the horizontal intersection on the centerline of the head tube.

TRIATHLON/TIME TRIAL FRAMES
The Saber, Tachyon and Blade frame sizes are measured from the center of the bottom bracket to the top of the seat tube, but on the Blade, 6cm have to be deducted because of the extended seat tube. The top tube length is measured from the centerline at the top of the seat tube to the point at which a horizontal line meets the centerline of the head tube. NOTE: The horizontal intersection at the head tube may intersect at a point in space above or below the actual head tube but along its centerline.

COMPACT ROAD FRAMES
Compact Litespeed frame sizes (including Bella) are based on the intersection of the virtual top tube and seat tube. The actual size is based on the virtual seat tube length. The virtual seat tube is measured from the center of the bottom bracket shell to the point where the virtual top tube meets the centerline of the seat tube extending into the seat post region. The virtual top tube is the horizontal line parallel to the ground and extending from the point at which the centerline of the top tube meets the centerline of the head tube.

MOUNTAIN FRAMES
For 2006, both Litespeed full-suspension and hardtail mountain frames are measured the same way. Top tube lengths are measured from the point where the centerline of the top tube meets the centerline of the head tube in a horizontal line to the centerline of the seat tube.



HOW WE MEASURE FRAMES

2006 :: ROAD GEOMETRY

	Size	Top Tube Length (cm)	Head Tube Angle	Seat Tube Angle	Seat Tube Length (cm)	Chainstay Length (cm)	BB Drop (cm)	Wheel base (cm)	Front Center (cm)	Fork Rake (cm)	Standover Height (cm)	Head Tube Length (cm)	Frame Weight (grams/lbs.)	Wheel Size
Ghisallo	S	52.5	72.5	74.0	45.0	40.6	6.8	96.5	56.9	4.5	71.7	9.5	765/1.69	700C
	M	54.0	73.0	73.5	46.0	40.6	7.1	97.0	57.5	4.5	72.5	10.5	770/1.70	
	ML	56.0	73.0	73.0	48.0	40.6	7.1	98.6	59.0	4.5	75.1	13.5	815/1.80	
	L	57.0	73.0	73.0	50.0	40.6	7.1	99.6	60.0	4.5	77.0	15.5	880/1.94	
	XL	58.0	73.5	72.5	52.0	40.6	7.4	99.3	59.4	4.0	78.9	17.5	900/1.98	
Vortex	49	51.0	72.0	74.0	51.0	40.6	6.7	95.4	55.7	4.5	74.8	9.2	1050/2.31	700c
	51	52.5	72.5	74.0	53.0	40.6	6.8	96.5	56.8	4.5	76.2	9.7	1080/2.38	
	53	54.0	73.0	73.5	55.0	40.6	7.1	97.0	57.4	4.5	77.6	11.0	1110/2.44	
	55	55.5	73.0	73.0	57.0	40.6	7.1	98.1	58.5	4.5	79.4	13.0	1140/2.51	
	57	56.5	73.0	73.0	59.0	40.6	7.1	99.1	59.5	4.5	81.3	15.0	1185/2.61	
	59	57.5	73.0	73.0	61.0	40.6	7.4	99.9	60.4	4.5	83.0	16.5	1225/2.70	
	61	59.0	73.5	72.5	63.0	41.1	7.4	100.4	60.4	4.0	84.7	18.0	1265/2.79	
Vortex Compact	S	52.2	72.5	74.0	47.5	40.6	6.8	96.5	56.8	4.5	73.0	9.8	1040/2.29	700c
	M	54.0	73.0	73.5	49.5	40.6	7.1	97.1	57.5	4.5	74.7	11.5	1075/2.37	
	ML	56.0	73.0	73.0	51.5	40.6	7.1	98.5	58.9	4.5	76.7	13.5	1120/2.47	
	L	57.0	73.0	73.0	53.5	40.6	7.1	99.6	60.0	4.5	78.9	16.0	1165/2.57	
	XL	59.0	73.5	72.5	55.5	41.1	7.4	100.5	60.4	4.0	81.2	18.5	1210/2.67	
Ultimate	49	51.0	72.0	74.5	51.0	39.5	6.8	94.7	56.2	4.5	75.6	9.2	1080/2.38	700c
	51	52.5	72.5	74.0	53.0	39.5	6.8	95.8	57.3	4.5	76.7	9.7	1110/2.44	
	53	54.0	73.0	73.0	55.0	39.5	6.8	95.6	57.1	4.5	78.1	11.0	1130/2.49	
	55	55.5	73.0	73.0	57.0	39.5	6.8	97.1	58.6	4.5	79.9	13.0	1160/2.56	
	57	56.5	73.0	73.0	59.0	39.5	6.8	98.1	59.6	4.5	82.0	15.0	1205/2.65	
	59	57.5	73.0	73.0	61.0	39.5	6.8	99.1	60.6	4.5	83.9	16.5	1250/2.75	
	61	59.0	73.0	73.0	63.0	39.5	6.8	100.6	62.1	4.5	85.8	18.0	1300/2.86	
	63	61.0	73.0	73.0	65.0	40.6	6.8	103.7	64.1	4.5	87.8	20.0	1360/3.00	
Siena	S	52.2	72.5	74.0	47.5	40.6	6.8	96.5	56.8	4.5	73.0	9.8	1150/2.53	700c
	M	54.0	73.0	73.5	49.5	40.6	7.1	97.1	57.5	4.5	74.7	11.5	1180/2.60	
	ML	56.0	73.0	73.0	51.5	40.6	7.1	98.5	58.9	4.5	76.7	13.5	1215/2.68	
	L	57.0	73.0	73.0	53.5	40.6	7.1	99.6	60.0	4.5	78.9	16.0	1265/2.79	
	XL	59.0	73.5	72.5	55.5	41.1	7.4	100.5	60.4	4.0	81.2	18.5	1315/2.90	
Tuscany	47	50.5	72.0	74.5	45.4	39.4	4.5	93.9	55.0	3.5	71.9	10.5	1165/2.57	650c
	49	51.0	72.0	74.0	51.0	40.6	6.7	95.4	55.7	4.5	74.8	10.0	1175/2.59	700c
	51	52.5	72.5	74.0	53.0	40.6	6.8	96.5	56.8	4.5	76.2	11.0	1205/2.65	
	53	54.0	73.0	73.5	55.0	40.6	7.1	97.0	57.4	4.5	77.6	11.0	1235/2.72	
	55	55.5	73.0	73.0	57.0	40.6	7.1	98.1	58.5	4.5	79.4	13.0	1265/2.79	
	57	56.5	73.0	73.0	59.0	40.6	7.1	99.1	59.5	4.5	81.3	15.0	1310/2.89	
	59	57.5	73.0	73.0	61.0	40.6	7.4	99.9	60.4	4.5	83.0	16.5	1350/2.97	
	61	59.0	73.5	72.5	63.0	41.1	7.4	100.4	60.4	4.0	84.7	18.0	1390/3.06	
Pavia	S	52.5	72.0	74.5	50.0	40.6	6.8	97.3	57.7	4.5	72.5	11.5	1140/2.51	700c
	M	54.0	73.0	74.5	53.0	40.6	7.1	97.9	58.3	4.5	75.8	14.5	1170/2.58	
	ML	56.0	73.0	73.5	55.0	40.6	7.1	98.5	59.0	4.5	76.6	16.0	1220/2.69	
	L	57.0	73.0	73.0	58.0	40.6	7.1	99.6	60.0	4.5	79.7	19.5	1250/2.75	
	XL	58.5	73.5	73.0	61.0	40.6	7.4	99.8	60.2	4.5	82.3	20.0	1310/2.89	
Teramo/Firenze	S	52.5	72.5	74.0	47.5	40.6	6.8	96.5	56.4	4.5	72.6	9.8	1325/2.92	700c
	M	54.0	73.0	73.5	49.5	40.6	7.1	97.1	57.5	4.5	74.2	11.3	1355/2.98	
	ML	56.0	73.0	73.0	51.5	40.6	7.1	98.5	58.0	4.5	76.5	13.8	1405/3.09	
	L	57.0	73.0	73.0	53.5	40.6	7.1	99.6	60.0	4.5	78.5	15.8	1445/3.18	
	XL	59.0	73.5	72.5	55.5	41.1	7.4	100.5	60.4	4.0	80.8	18.6	1480/3.26	
Blade	49	50.0	72.0	78.0	52.0	38.7	3.8	96.8	58.5	3.5	71.5	14.7	1640/3.61	650c
	51	51.5	72.5	78.0	57.0	38.7	3.8	97.5	59.7	3.5	73.5	15.1	1670/3.68	
	53	53.0	73.5	78.0	59.0	39.4	6.7	98.8	60.3	4.0	75.4	14.7	1700/3.74	700
	55	55.0	73.5	78.0	61.0	39.4	6.7	100.5	62.1	4.0	76.6	14.7	1730/3.81	
	57	56.5	73.5	77.0	63.0	39.4	6.7	101.2	62.7	4.0	78.6	15.0	1755/3.87	
	59	57.5	73.5	76.0	65.0	39.4	6.7	101.2	62.7	4.0	80.3	17.0	1785/3.93	
	61	59.5	73.0	76.0	67.0	39.4	6.7	103.8	65.3	4.0	82.3	18.9	1820/4.01	

ROAD [CONTD.]

	Size	Top Tube Length (cm)	Head Tube Angle	Seat Tube Angle	Seat Tube Length (cm)	Chainstay Length (cm)	BB Drop (cm)	Wheel base (cm)	Front Center (cm)	Fork Rake (cm)	Standover Height (cm)	Head Tube Length (cm)	Frame Weight (grams/lbs.)	Wheel Size
Saber	47	49.5	72.0	78.0	50.0	39.3	3.8	96.2	57.2	3.5	71.6	13.2	1485/3.27	650c
	49	50.0	72.0	78.0	52.0	39.3	3.8	96.9	58.0	3.5	72.2	13.8	1525/3.36	
	51	51.5	72.5	78.0	55.0	39.3	3.8	98.2	59.2	3.5	74.2	15.3	1570/3.46	
	53	53.0	73.5	78.0	57.0	40.6	6.7	99.7	60.3	4.5	76.1	12.4	1600/3.52	700c
	55	55.0	73.5	78.0	59.0	40.6	6.7	101.7	62.1	4.5	77.8	13.5	1620/3.57	
	57	56.5	73.5	77.0	61.0	40.6	6.7	102.4	62.7	4.5	79.6	16.7	1635/3.60	
	59	57.5	73.5	76.0	63.0	40.6	6.7	102.4	62.7	4.5	81.4	18.4	1655/3.57	
	61	59.5	73.0	76.0	65.0	40.6	6.7	105.0	65.3	4.5	83.4	20.2	1690/3.60	
Tachyon	47	49.5	72.0	78.0	47.0	40.0	3.8	96.9	57.2	3.5	70.9	10.2	1335/2.94	650c
	49	50.0	72.0	78.0	49.0	40.0	3.8	97.7	58.0	3.5	72.3	10.8	1355/2.98	
	51	51.5	73.5	78.0	51.0	40.0	6.7	97.3	58.3	4.0	75.0	9.8	1380/3.04	700c
	53	53.5	73.5	78.0	53.0	40.0	6.7	99.5	60.4	4.0	76.2	9.8	1410/3.11	
	55	55.0	73.5	78.0	55.0	40.0	6.7	101.1	62.1	4.0	77.9	11.0	1435/3.16	
	57	56.5	73.5	77.0	57.0	40.0	6.7	101.8	62.7	4.0	79.7	12.9	1465/3.23	
	59	57.5	73.5	76.0	59.0	40.0	6.7	101.8	62.7	4.0	81.4	14.7	1490/3.28	
Bella	XS	49.5	72.5	74.0	40.0	40.6	4.7	93.2	53.1	3.5	68.1	10.0	1225/2.70	650c
	S	51.5	72.0	74.5	43.0	41.1	7.0	96.7	56.7	4.5	72.4	10.0	1275/2.81	700c
	M	52.5	72.5	74.0	46.0	41.1	7.0	96.9	56.9	4.5	74.9	12.0	1305/2.87	
	L	54.5	73.0	73.5	49.0	41.1	7.2	98.0	58.0	4.5	77.4	14.0	1345/2.96	
	XL	55.5	73.0	73.0	52.0	41.1	7.2	98.5	58.4	4.5	79.9	16.0	1375/3.03	
Blue Ridge*	49	52.0	71.5	74.0	49.5	45.5	7.8	101.7	57.4	5.0	76.0	13.5	1595/3.51	700c
	51	53.5	71.5	74.0	51.5	45.5	7.8	103.3	59.0	5.0	77.2	13.5	1600/3.52	
	53	55.0	72.5	73.0	53.0	45.5	7.8	103.1	58.8	5.0	78.2	14.0	1635/3.60	
	55	56.0	72.5	73.0	55.0	45.5	7.8	104.1	59.8	5.0	79.8	15.5	1680/3.70	
	57	57.0	72.5	73.0	57.0	45.5	7.8	105.1	60.8	5.0	81.7	17.0	1705/3.76	
	59	58.0	72.5	73.0	59.0	45.5	7.8	106.1	61.8	5.0	83.6	19.0	1755/3.87	
	61	59.5	72.5	73.0	60.0	45.5	7.8	107.7	63.3	5.0	85.2	21.0	1795/3.76	

*Not featured in catalog. For more info about the '06 Blue Ridge, visit www.litespeed.com.

'06 :: MOUNTAIN

	Size	Top Tube Length (cm)	Head Tube Angle	Seat Tube Angle	Seat Tube Length (cm)	Chainstay Length (cm)	BB Drop (cm)	Wheel base (cm)	Front Center (cm)	Fork Rake (cm)	Standover Height (cm)	Head Tube Length (cm)	Frame Weight (grams/lbs.)	Wheel Size
Tanasi	14	21.0	71.0	73.0	15.0	16.8	11.9	39.3	22.7	1.5	28.5	4.5	1250/2.75	26 inch
	16.5	22.6	71.5	72.5	17.5	16.8	11.9	40.8	24.1	1.5	30.1	4.5	1300/2.86	
	18	23.5	71.5	72.5	19.0	16.8	11.9	41.7	25.0	1.5	31.1	4.5	1335/2.94	
	19.5	24.3	71.5	72.5	20.5	16.8	11.9	42.5	25.8	1.5	32.0	5	1410/3.11	
Pisgah	14	21.0	71.0	73.0	15.0	16.8	11.9	39.3	22.7	1.5	28.5	4.5	1530/3.37	
	16.5	22.6	71.5	72.5	17.5	16.8	11.9	40.8	24.1	1.5	30.1	4.5	1590/3.50	
	18	23.5	71.5	72.5	19.0	16.8	11.9	41.7	25.0	1.5	31.1	4.5	1630/3.59	
	19.5	24.3	71.5	72.5	20.5	16.8	11.9	42.5	25.8	1.5	32.0	5	1680/3.70	
Niota TI	S	21.8	70.5	73.0	16.0	17.0	13.5	41.3	24.3	1.5	29.8	4.25	2220/4.89	
	M	22.5	70.5	73.0	17.2	17.0	13.5	42.0	25.0	1.5	30.6	4.25	2240/4.93	
	ML	23.5	70.5	73.0	17.7	17.0	13.5	43.0	26.0	1.5	31.0	4.75	2260/4.98	
	L	24.5	70.5	73.0	19.2	17.0	13.5	44.0	27.0	1.5	31.0	5.25	2360/5.20	
Niota AL	S	21.8	70.5	73.0	16.0	17.0	13.5	41.3	24.3	1.5	29.8	4.25	2410/5.31	
	M	22.5	70.5	73.0	17.2	17.0	13.5	42.0	25.0	1.5	30.6	4.25	2425/5.34	
	ML	23.5	70.5	73.0	17.7	17.0	13.5	43.0	26.0	1.5	31.0	4.75	2450/5.40	
	L	24.5	70.5	73.0	19.2	17.0	13.5	44.0	27.0	1.5	31.0	5.25	2550/5.62	
Sewanee	S	21.8	71.0	73.0	15.8	16.8	12.4	40.5	23.8	1.5	29.1	4.25	1965/4.33	
	M	22.5	71.5	73.0	16.6	16.8	12.4	41.1	24.4	1.5	29.7	4.25	1985/4.37	
	ML	23.5	71.5	73.0	18.3	16.8	12.4	42.1	25.4	1.5	31.1	4.75	2035/4.48	
	L	24.5	71.5	72.5	19.6	16.8	12.4	42.9	26.2	1.5	31.3	5.25	2100/4.63	

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