

2008 TECHNICAL INFORMATION



KONA BICYCLE COMPANY

Kona is based in Ferndale, Washington and Vancouver, BC. During the last few decades, many riders and publications have discovered our local North Shore and Galbraith Mountain trails. While everybody thinks that they ride extreme trails, many would gape in disbelief down some of the near vertical ramps, ladders and root entangled mud slides that we ride on every day. This may not be the best riding, but it is very brutal on equipment and riders. It is in these conditions that we evaluate frame design and components. The feeling is, if it works here, it should work anywhere.

The Kona name comes from our fascination with volcanic things. We're located on the Northern edge of the volcanic Cascade Mountain Range, which runs down the Pacific Coast from Canada to Southern California. The Hawaiian Islands are a volcanic chain, so the Kona name connection came along naturally.

Kona was founded in 1988 by long-time riders and racers who had previously worked for other pioneering West Coast mountain bike companies. The original Kona bicycles were custom machines based on our own preference in high-performance off-road bikes. This tradition of making thoughtful, reliable, well-balanced bicycles is still the cornerstone of the Kona way.

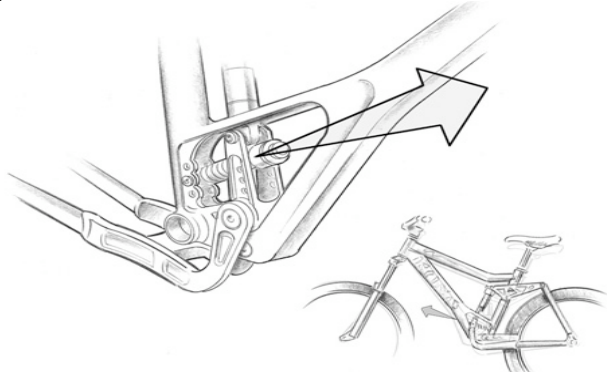
FRAME DESIGN

Kona is constantly evaluating and adjusting our frame designs as rider demands and technology change. Rather than re-inventing the mountain bike every season based on the latest trend, we choose to fine-tune our proven designs. While the sloping top tube design that we pioneered 20 years ago has been largely imitated, we have continued to improve function with significant and subtle refinements. Rather than rush into dual suspension by buying someone else's design, we took nearly two years to design, develop and test prototype after prototype until we settled on the Kona 4-bar walking beam system. Kona is an independent and rider oriented company that believes in doing things our own way.

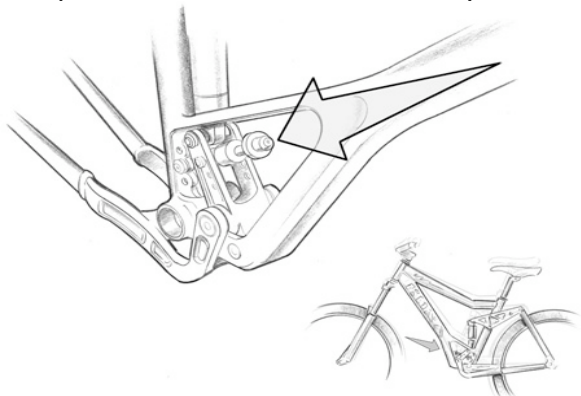
KONA DUAL SUSPENSION DESIGN FEATURES

Kona Magic Link

New for 08! Type http://www.konaworld.com/launch/launch_magic/magicdemo.html into your browser to see a flash demo.



When pedaling the chain pulls the lower shock mount forward and upward into a position that becomes stiffer in the initial part of the travel and also steepens the head and seat angles to put the rider in a more forward & aggressive pedaling position. The rider's weight moves forward and the harder they push the pedals the more the link stays forward.



When the rear wheel encounters a bump the force pushes the wheel and the link rearward. As this happens the link moves to a more progressive rate letting the shock feel push to start with to absorb the impact but becoming stiffer further into the travel to for better bottoming resistance than the initial rate would offer. At the same time the fork and seat angles relax to a more stable position and transfer the rider's weight to the rear to maintain traction and stability.

When the rear brake is applied this change is magnified & becomes more aggressive. The larger the bump or the harder the braking the more the link pivots back. This gives better bump absorption, rearward rider position, slacker geometry, and more rear wheel traction allowing higher braking force. Additionally when the link pivots rearward it allows the rear wheel to have more vertical travel when needed most.

All told this is 2 bikes in 1. Without the compromises of inertia valves or stable platform valves that result in harsh small bump compliance or the added weight, complication, and other performance limits of floating pivot designs. All this happens without the rider performing adjustments or turning lockout switches. You simply points and pedal. Now we have a Coilair that climbs like a Dawg and descends like a Stinky.

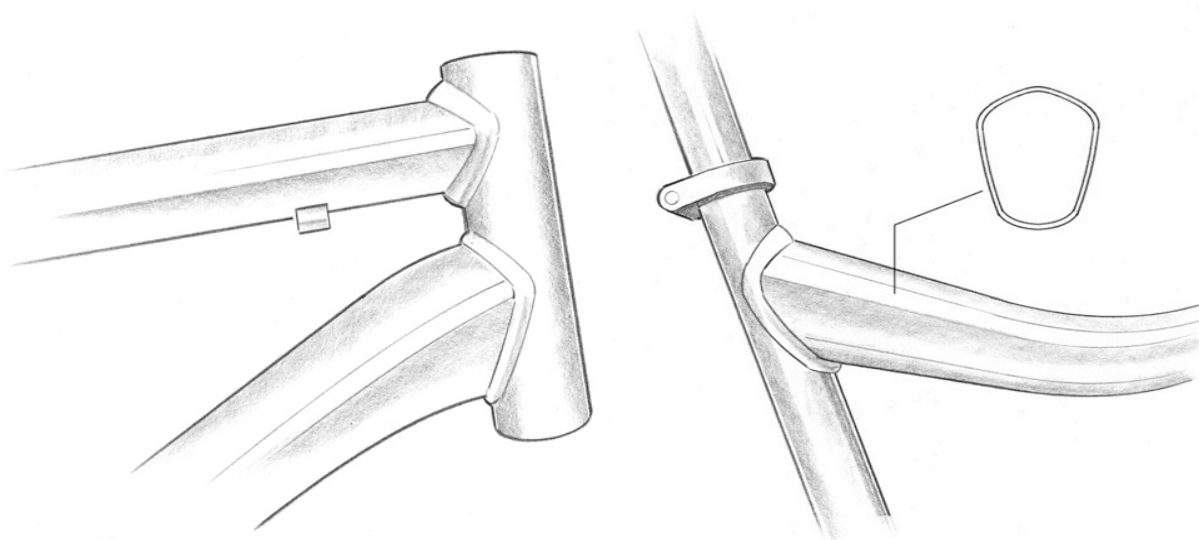
Kona Walking Beam 4-Bar Linkage

All Kona dual suspension bikes use a multi-pivot 4-bar walking beam suspension. This allows us more options to individually tune the suspension geometry for Cross-Country, Back-Country, Out of Bounds or Downhill -

- * **Compact rear triangle for quick acceleration**
- * **Pivots located to cancel pedaling input on suspension and equipped with cartridge bearings for ultra plush ride**
- * **High torsional rigidity for ride performance & longer bearing life**
- * **Cold-forged swingarms, dropouts, yokes, headtubes & bottom brackets for high strength & durability**
- * **Shock function is affected by weight, gravity and rear wheel force (impacts etc.) not by pedaling influence.**
- * **Custom valved shocks from Fox, Marzocchi, and Rockshox**

CROSS-COUNTRY DUAL SUSPENSION – Four, Four Deluxe, Four Supreme

Kona Cross-Country dual suspension bikes are suited for lightweight, cross-country trail performance. Frame without shock weighs less than ?? lbs. Lightweight components are used throughout. Not recommended for downhill racing, dual slalom, tricks or stunts. **Not designed for double clamp suspension forks - warranty is voided.**



- * 4" of rear wheel travel
- * Shaped scandium tubesets for ultimate weight savings and stiffness
- * Special top tubes for standover clearance
- * One piece magnesium rockers and alloy fasteners for even more weight savings
- * Asymmetric chain stays w/cold forged dropouts, replaceable derailleur hangers, disc mounts
- * Cold forged swing arms / yokes and pivots
- * Cartridge bearing / bushing pivots are used for optimum weight and performance
- * Rear triangle is standard for all sizes

CROSS-COUNTRY RACE – Hei-Hei, Hei-Hei Supreme

Kona Cross-Country dual suspension bikes designed for Marathon and cross country racing. Frame without shock weighs less than 4.0 pounds. Frames are 100% Scandium and use the lightest components available. Not recommended for downhill racing, dual slalom, tricks or stunts. **Not designed for double clamp suspension forks - warranty is voided.**



- * 2.5" of rear wheel travel
- * Asymmetric chain stays w/cold forged dropouts, replaceable derailleur hangers, disc mounts
- * Cold forged swing arms / yokes and pivots
- * Cartridge bearing / bushing pivots are used for optimum weight and performance
- * Rear triangle is standard for all sizes

BACK COUNTRY DUAL SUSPENSION – Coilair, Coilair Deluxe Coilair Supreme Dawg, Dawg Deluxe, Dawg Supreme

Kona Back Country dual suspension bikes are suited for long, demanding endurance style riding. Frame is designed for high performance and durability, using Kona Clump Light 7005 Aluminum tubing. **Dawgs are not designed for double clamp suspension forks - warranty is voided.**

COILERS

- * 6"+ of rear wheel travel (Coilair, Coilair Deluxe, Coilair Supreme)
- * Coiler features Kona Magic Link Variable rate and geometry suspension system
- * Cold forged frame components
- * Rectangular seat stays connect to a cold-forged yoke and cold forged swing arms
- * Custom Kona Clump tubes-rectangular at head tube adds strength & torsional rigidity
- * Cartridge bearing pivots on seat tube/swing arm pivot, seat stay yoke and BB yoke
- * D.O.P.E. dropouts with through axle and floating brake caliper options
- * Go to <http://www.konaworld.com/dope.htm> for a demo of the system

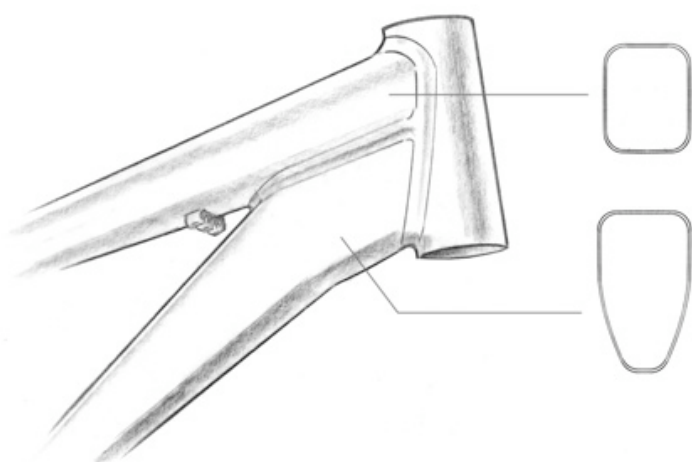
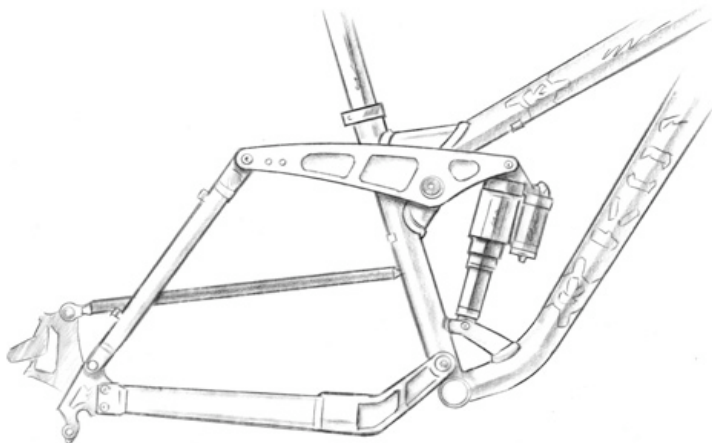
DAWGS

- * New custom curved toptube for increased standover clearance
- * 5" of rear wheel travel
- * Chain stays with cold forged dropouts connect to asymmetric chain stay yoke
- * Replaceable derailleur hangers and I.S. disc mounts
- * Rectangular / tapered seat stays connect to a cold-forged yoke and cold forged swing arms

Out Of Bounds Dual Suspension –Stinky, Stinky Deluxe, Stinky Air, Bass, Stinky 2-4

Kona Out of Bounds dual suspension bikes are suited for extreme riding where steep sections predominate. Frame is designed for high strength and durability, using heavy-duty Kona Clump 7005 Aluminum tubing. Heavy-duty components and shocks are featured for maximum strength. **Designed to accept double crown suspension forks.**

- * Our popular Dirt Jump dual suspension bike now available in a complete bike
- * 4" of rear wheel travel (Bass)
- * 7" of rear wheel travel (Stinky, Stinky Deluxe, Stinky Air)
- * Increased standover with new rockers and more progressive rear suspension
- * New formed down tube with increased clearance for current single crown forks
- * Cold forged frame components
- * Rectangular seat stays connect to a cold-forged yoke and cold forged swing arms
- * Custom Kona Clump tubes-rectangular at head tube adds strength & torsional rigidity
- * Cartridge bearing pivots on seat tube/swing arm pivot, seat stay yoke and BB yoke
- * New D.O.P.E. dropouts with through axle and floating brake caliper options
- * Go to <http://www.konaworld.com/dope.htm> for a demo of the system
- * Stinky 2-4. 24" wheel full suspension bike with 100mm of front and rear travel.



Gravity Race – Stab Deluxe, Stab Supreme

Designed for high strength and durability, using heavy-duty Kona Clump 7005 Aluminum tubing. These are the same frames used by Kona World Champion Fabien Barel and the rest of the Kona World Cup downhill team. Heavy-duty components and shocks are featured for maximum strength. Designed for double clamp suspension forks.

- * 8" of rear wheel travel
- * Shock mounts in two positions for different ride geometries
- * Industry standard 150mmx12mm rear hub and axle with floating caliper brake including two optional mounting positions
- * Simplified dropouts for ease of wheel change, strength, and reduced weight
- * Swing arms, yokes, head tubes & bottom brackets are cold forged for rigidity and durability
- * Kona custom butted 7005 aluminum tubing is DH specific
- * Cartridge bearing pivots on seat tube/swing arm pivot, seat stay yoke and BB yoke
- * Rear triangle is standard for all sizes

SET-UP NOTES FOR SUSPENSION

FRONT SUSPENSION

For 2008 Kona models use a variety of suspension forks. Travel ranges from 1.2" to 7.9" depending on the model. For any suspension fork you have to adjust **sag** in order to get the best performance. Fork makers suggest that the sag measures of the total travel. Sag for all suspension forks can be measured the following way:

1. Make sure that the stanchion protectors (dirt boots) won't interfere with your set-up. They can be removed or one can be zip strapped to the top of the stanchion tube right under the fork crown.
2. Mark the stanchion with a dry erase marker from the dust seal to the top crown. Black works best but other colours may show better on any fork with a black leg.
3. Sit on the bike with your feet on the pedals. Prop yourself against a wall. Do not bounce on the pedals or the saddle.
4. Carefully get off of the bike without bouncing or compressing the suspension.
5. Measure the distance erased by the dust seal to get the **sag**. Decrease sag by increasing the forks pre-load (turn knobs clockwise) or increasing the forks air pressure, increase sag by decreasing pre-load (turn knobs counter clockwise) or decreasing the forks pressure. Refer to chart below for recommended sag

REAR SUSPENSION

Owners should look at manufacturer's manual to determine features and adjustments that will aid in the performance of their rear shock. For any rear suspension it is necessary to adjust **sag** in order to get the best performance. Set-up is done best when you have someone that can help you.

1. Refer to Suspension Set-Up chart to determine the eye to eye w/o rider measurement. This is the linear distance between the upper and lower bolts that attach the shock to the frame. Check to make sure that the bike has the correct length of shock.
2. Sit on the bike with your weight in a neutral position (centered). Have an assistant measure the distance between the upper and lower shock mounting bolts (eye to eye w

rider sag). For a good starting point, you want to match the measurement listed in the eye to eye w rider sag column.

3. To increase the eye to eye measurement, add air pressure on Float shocks or tighten the pre-load spring on Vanilla or DHX shocks. To decrease the eye to eye measurement release air pressure (Float) or loosening the pre-load spring (Vanilla / DHX).
4. Repeat steps 2 - 3 until proper sag is achieved.

SHOCK TERMINOLOGY

TRAVEL: The total amount the shock compresses

SHOCK SAG: The amount the shock compresses with rider sitting on bike in normal riding position. This is usually 15% to 25% of total shock travel. Cross country: 15% to 25% suggested, Downhill 25% suggested

COMPRESSION DAMPENING: This controls the rate at which the shock compresses

REBOUND DAMPENING: Rebound dampening controls the rate at which the shock will extend

PRELOAD: The initial force placed on a spring

SPRING RATE: The amount of force required to compress a spring one inch

PUMP INSTRUCTION

Thread pump onto air valve (approximately 4 turns). When pump is properly installed PSI will register on pump gauge. Stroke the pump a few cycles. The pressure should increase slowly. If pressure increases rapidly check to make sure that pump is properly fitted and tightened onto the Schraeder valve. If shock has no air pressure, the gauge will not register. Pump to the correct PSI setting. When unthreading pump from air valve fitting, the sound of air loss is from the pump hose, NOT the shock itself

NOTE: If you re-attach the pump, the hose will re-fill with air. This will result in a lower PSI registering of approximately 15 to 20 PSI on the gauge. Average setting is 100-300 PSI. DO NOT EXCEED 300 PSI. Replace shock valve cap before riding. Fox pump is an option, available from Kona.

SERVICE NOTES FOR DUAL SUSPENSION

- * While the 4-Bar linkage system is very durable and requires less maintenance than many other suspension designs. Bushing kits and replacement rear stays are available from Kona Mountain Bikes for all suspension frames and D.O.P.E dropouts and floating brakes.
- * **Cartridge bearings give the suspension a smoother ride. These bearings also require more attention than do bushings. Contaminated bearings can rust & seize, and cause frame damage. Regularly inspect the bearings and make sure that they allow the linkage to move freely.**
- * **Whenever there is a pivot with minimal movement it is sometimes better to use a bushing. Bushings tend to be lighter and require less maintenance. They should still be checked for wear at regular intervals and replaced as required**
- * **Front suspension should be checked and serviced as per manufacturers Owners Manual.**

KONA CROSS-COUNTRY HARDTAIL DESIGN FEATURES

1) SLOPING TOP TUBE:

- * Long top tube provides more room for correct positioning and free body movement
- * Allows for more stand-over clearance, critical on dual suspension due to higher bottom bracket
- * Vertically more compliant main frame absorbs more shock than frames with horizontal top tubes
- * Puts rider in secure position for downhill sections

2) COMPACT REAR TRIANGLE:

- * 16.75" chain stays provide perfect balance of stability and power transfer when out of the saddle
- * Shorter seat stays have less deflection during braking and accelerate quicker than longer stays

3) EXTENDED SEAT TUBE:

- * Lower attachment of top tube has more stand-over, more compliant frame and compact rear triangle. Custom external butting provides additional material to strengthen extended portion.

4) LONG HEADTUBE:

- * Provides stronger support at top tube and down tube intersection for suspension forks
- * Distributes shock better and prolongs headset bearing life
- * Stronger steering position improves balance and gives more control in rough terrain

FRAME SPECIFICATIONS - CROSS-COUNTRY HARDTAILS

JUVENILE - Makena, Hula, Shred 2-0, Shred 2-4, Stuff 2-4

- * Makena. 20" wheel cross country bike
- * Hula. 24" wheel cross country bike
- * Shred 2-0/Shred 2-4/Stuff 2-4. 20" and 24" wheel dirt jump bikes.
- * New bent top tube for extra standover for smaller riders

CROSS COUNTRY RACE – Kula, Kula Deluxe, Kula Supreme - All Kona hardtails share the same race proven geometry. Regardless of the price, ride quality is not compromised. Short chainstays offer excellent power transfer to the rear wheel. Sloping top tube and generous top tube lengths offer a perfect fit for both men and women.

- * Kula Supreme is designed for 80mm forks and has racing geometry
- * Kula has shaped performance specific aluminum frameset.
- * Kula Deluxe, Kula Supreme use Scandium tubing for ultimate weight savings, stiffness & strength

CLYDESDALE – Hoss, Hoss Deluxe

Kona Clydesdale bike are designed for riders whose stature demands more from their bike. Built tough like an OB hardtail with cross country geometry.

- * Forged bottom brackets & disc dropouts
- * Forged and machined head tubes
- * Sturdy hardtail frame and components for heavier riders or riders wanting a burlier XC bike.
- * Kona Cross Country fit with 1" more standover clearance.
- * Kona Clump-Lite tubing for high strength.

DIRT JUMP HARDTAIL – Shred, Stuff, Cowan, Five-0

Kona OB hardtails are designed for dirt jumping, technical single track, dual slalom or trials riding. Heavier frames allow the use of 4" and 5" double clamp forks.

- * Five-0 our new hardtail built for a 5" travel fork
- * All other Dirt Jump and OB hardtails built for a 4" fork
- * Forged bottom brackets
- * Forged and machined head tubes
- * Forged disc compatible dropouts with replaceable derailleur hangers
- * Forged chainstay yokes (Stuff / Cowan)
- * Adjustable chainstay length (Stuff / Cowan)

RECREATIONAL HARDTAIL MTB - Lanai, Fire Mountain

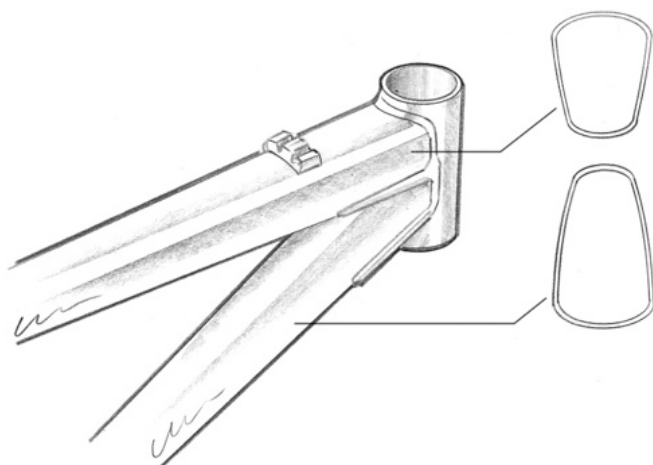
- * Lanai has shorter top and down tubes (more upright and comfortable cockpit)
- * Fire Mountain has standard Kona Cross Country geometry
- * Long sloping top tube for clearance and maneuverability
- * Tight rear triangle for better acceleration and climbing
- * Long head tube for stronger support of headset, & fork
- * Top and down tube close to parallel to provide compliance

LISA - Lisa Road, Lisa HT, Kula Lisa, Four Lisa

- * Women's specific frame designs/geometry
- * Women's specific saddles, handlebars, grips and component sizes

CROSS COUNTRY HARDTAIL MTB - Blast, Cinder Cone, Caldera

- Lightweight, durable, all day cross country bikes.
- 100mm (4 inch) of suspension travel on the front
- XC Hardtails feature specific new frametube shapes for optimum strength, weight, stiffness and comfort.



2-9 - Smoke 2-9, Kula 2-9, Kula Deluxe 2-9, Unit 2-9, Hei Hei 2-9

- * For those looking for the bigger wheel
- * Smoke 2-9 urban utility vehicle
- * Kula 2-9, Kula Deluxe 2-9 cross Country race hardtails
- * Unit 2-9 single speed, Deda steel framed, Cross Country bike
- * Hei Hei 2-9 Cross Country full suspension rig



Asphalt – Paddy-Wagon, 'Eighty-Eight, Sutra, PHD, Dews, Africa 2.0 and 3.0A

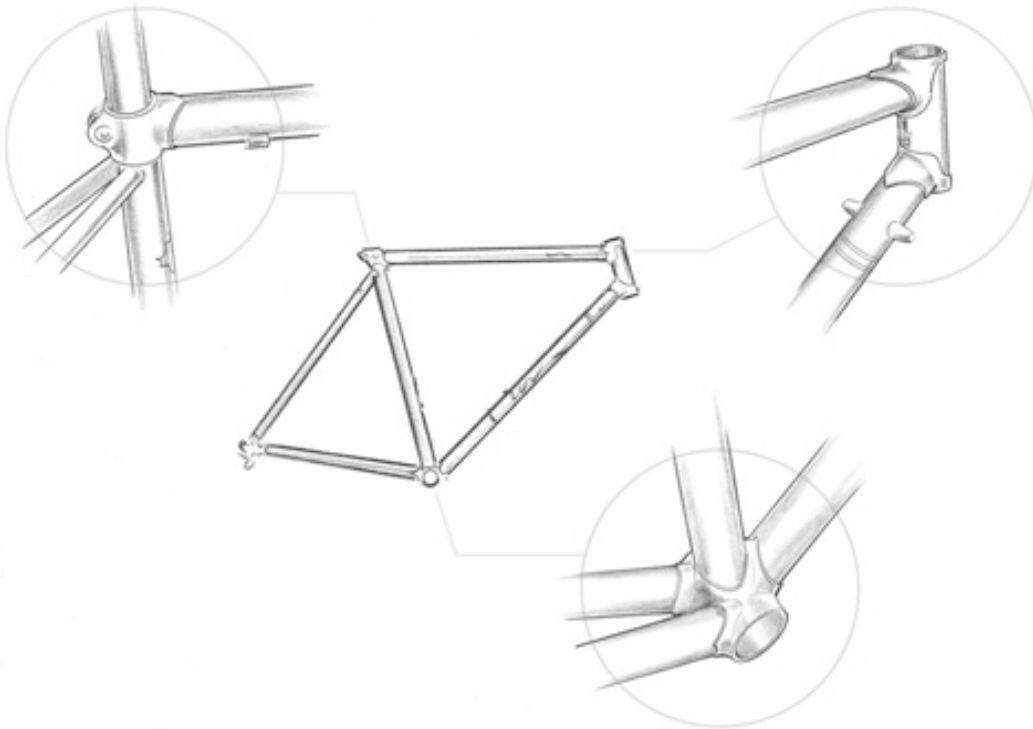
- * Bicycles designed for the paved adventure.
- * UTE. semi/tractor-trailer of bicycles.
- * Paddy-Wagon. single speed or fixed gear track bike with everyday features.
- * Eighty-Eight. 20 years, let's cruise....
- * Sutra full steel touring bike with Deda touring specific tubes.
- * PHD flat bar road bike.
- * Dews Our tried and true 29er., uh, 700c wheel commuting wonderbikes.

CYCLOCROSS - Jake, Jake the Snake, Major Jake

- * Cyclocross specific design frame and components.
- * Design input from top riders

ROAD RACE - Zing, Zing Deluxe, Kapu, King Zing

- * Zing has shaped performance specific aluminum frameset
- * Zing Deluxe features full carbon Deda frame and fork
- *Kapu features fully lugged Deda steel frame
- * King Zing features Superlight full Deda carbon frame and fork



These bikes all use as many forged bottom brackets, head tubes and dropouts with replaceable derailleur hangers when possible. Dr. Dew says Don't Skimp on frames!

For service, safety & maintenance information, please refer to the Kona Owner's Manual, which is provided with each bicycle.

FRAME WARRANTY

Kona frame warranty is outlined in detail in the Kona Owner's Manual. It does not cover failure due to accidents, stunt riding, racing, use of double clamp forks (except for DH & OB models), or commercial use. It covers the original owner's use for 4 years from the date of purchase (1 year for DH DJ & OB models). Ownership must be registered with Kona to validate the warranty. Sympathy pricing in the USA & Canada in case of accidents and other failures is available to the original owner.

If you have further technical questions, contact us by e-mail at: **tech@konaworld.com**. For general & sales questions, contact: **joe@konaworld.com**. The Kona web site is located at: **http://www.konaworld.com**

Stem and Seatpost Size chart

Coilair Supreme/Coilair Deluxe

Stem 8 deg. 70mm all sizes
Seatpost 30.0 x 350mm

Coilair

Stem 7deg. 70mm all sizes
Seatpost 30.0mm 350mm

Dawg Supreme

Stem 8deg. 15" 70mm, 17-19" 90mm, 20-22" 110mm
Seatpost 30.0 x 350mm

Dawg Deluxe

Stem 6 deg. 15" 70mm, 17-19" 90mm, 20-22" 110mm
Seatpost 30.0 x 350mm

Dawg

Stem 7 deg. 15" 60mm, 17-18" 80mm, 19-22" 90mm
Seatpost 30.0 x 350mm

Four Supreme

Stem 6 deg. 14" 90, 16-18" 100, 19-21" 120mm
Seatpost 27.2 x 350mm

Four Deluxe

Stem 6 deg. 14" 90, 16-18" 100, 19-21" 120mm
Seatpost 27.2 16" x 350, 17-22" x 375

Four

Stem 7 degree all: 14-16" 70mm, 17-19" 90mm, 20-22" 110mm
Seatpost 27.2 16" x 350mm, 17-22" x 375mm

Hei Hei Supreme/Hei Hei

Stem 6 deg. 14" 90mm, 16-18" 100mm, 19-21" 120mm
Seatpost 27.2 x 350mm

Kula Supreme/Kula Deluxe

Stem 6 deg. 14" 90mm, 16-18" 100mm, 19-21" 120mm
Seatpost 27.2 x 350mm

Kula

Stem 14-16" 75mm, 5 deg. 17-19" 90mm, 12 deg. 20-23" 105mm 12 deg.
Seatpost 27.2 x 350mm

Caldera

Stem 14-16" 75mm, 5 deg. 17-19" 90mm 12 deg. 20-23" 105mm, 12 deg.
Seatpost 27.2 x 350mm

Cinder Cone/Blast Fire Mountain/Lanai

Stem 15 deg. all 14-16" 75mm 17-19" 90mm, 20-23" 105mm
Seatpost 27.2 x 375mm

Hoss

Stem 6 deg. all 16-18", 90mm, 20-22" 110mm
Seatpost 30.0 x 350mm

Hei Hei 2-9/Kula Deluxe/2-9 Kula 2-9/Unit 2-9

Stem 6 deg. 14" 90mm, 16-18" 100mm, 19-21" 120mm
Seatpost 27.2 16" x 350, 17-22" x 375

Stem and Seatpost Size chart

Four Lisa/Kula Lisa

Stem 7 deg. all 14-16" 70mm, 17-18" 90mm
 Seatpost 27.2 16" x 350, 17-18" x 375

Lisa HT

Stem 15 deg. all 14-16" 70mm, 17-18" 90mm
 Seatpost 27.2 x 350mm

Lisa RD

Stem 6 deg. 90mm all sizes
 Seatpost 27.2 x 350mm

Hula

Stem 15 deg. 60mm
 Seatpost 27.2 x 275mm

Makena

Stem 15 deg. 60mm
 Seatpost 27.2 x 250mm

Stinky 2-4

Stem 5 deg. 60mm
 Seatpost 30.0 x 350mm

Stuff 2-4

Stem 10 deg. 60mm
 Seatpost 30.0 x 350mm

Shred 2-4/Shred 2-0

Stem 15 deg. 60mm
 Seatpost 30.0 x 350mm

Cowan/Stuff/Shred/Five-0

Stem 8 deg. 60mm all sizes
 Seatpost 30.0 x 350mm

Bass

Stem 10 deg. 50mm all sizes
 Seatpost 30.0 x 350mm

Stinky Air

Stem 8 deg. 50mm all sizes
 Seatpost 30.0 x 350mm

Stinky Deluxe

Stem 10 deg. 50mm all sizes
 Seatpost 30.0 x 350mm

Stinky

Stem 10 deg. 60mm all sizes
 Seatpost 30.0 x 350mm

Stab Supreme

Stem 0 deg. 50mm all sizes
 Seatpost 30.0 x 350mm

Stab Deluxe

Stem 10 deg. 60mm all sizes
 Seatpost 30.0 x 350mm

Stem and Seatpost Size chart

PhD/Dr Dew/Dew FS/Dew Deluxe/Dew

Stem 49-52=6 deg. 90mm, 54-60=6 deg. 110mm
 Seatpost 27.2 x 350mm

Eighty-Eight

Stem 0 deg. 80mm all sizes
 Seatpost 27.2 16" x 350mm 17-20" x 375mm

Smoke 2-9

Stem 15 deg. all 14-16" 75mm, 17-19" 90mm, 20-23" 105mm
 Seatpost 27.2 x 375mm

UTE

Stem 10 deg. 60mm all sizes
 Seatpost 27.2 x 350mm

Paddy Wagon

Stem 5 deg 49-52 90mm, 54-56 105mm, 58-60 120mm
 Seatpost 27.2 x 350mm

Sutra

Stem 6 deg 49-52 90mm, 54-56 105mm, 58-60 120mm
 Seatpost 27.2 x 350mm

Africa Bike 2.0/Africa Bike 3.0

Stem 80mm x 40mm Rise
 Seatpost 27.2 x 300mm

Major Jake

Stem 6 deg. 49-52 90mm, 54-56 100mm, 58-62 120mm
 Seatpost 27.2 x 350mm

Jake the Snake/Jake

Stem 6 deg. 49-52 90mm, 54-56 105mm, 58-62 120mm
 Seatpost 27.2 x 350mm

King Zing

Stem 6 deg 49-56=100, 58-61=120
 Seatpost Custom Aero 300mm

Zing Deluxe

Stem 6 deg 49-53 90mm, 56 100mm, 58-61 120mm
 Seatpost 31.6 x 300mm

Zing

Stem 6 deg 49-53 90mm, 56 100mm, 58-61 120mm
 Seatpost 27.2 x 300mm

Kapu

Stem 6 deg 49-53 90mm, 56 100mm, 58-61 120mm
 Seatpost 27.2 x 300mm