

SANTA CRUZ & JULIANA BICYCLES

Dealer Book

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 **2021**

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A MANIFESTATION NOT A MANIFESTO

Santa Cruz Bicycles was founded on one objective: to make mountain bikes that are “Simply Advanced”.

Pioneering technology that results in bikes that perform exceptionally well and are built to last means Santa Cruz Bicycle owners can ride their bikes more.

We offer a lifetime of rider support because we’ve been focusing on building “Quality Bicycles Since 1994”.

Every model is built to custom specifications by skilled bike fans who understand and appreciate our products. Their obsession for quality translates to making better experiences for riders.

We believe bikes are a force for good, so we foster responsible attitudes toward trails, our business operations, our employees, and the people who ride our bikes.



QUALITY BIKES

The fundamental quality of a Santa Cruz bike is quality.

We make exceptionally refined bikes that have the finest ride quality and are built to last. They're reliable, serviceable, and backed by the legendary Santa Cruz lifetime warranty and rider support.

Everything we do is so riders can ride their bike more – whether that's by making shit that doesn't break, providing a lifetime of support, supporting events that leave a positive mark on the culture of biking, or supporting the organizations and individuals that are doing the hard work as stewards of singletrack in their communities.

In a world of hyperbole and questionable behavior, we're doing our best to say it straight and do what we say. We have our beliefs about how to make a happier world (more bike rides), and riders that share that goal come first in every move we make.

NO MISSED RIDES



Rider Support

Bikes should have a tough life – ridden often, ridden hard. We do the hard work designing and building them so it’s easy for riders (or their local bike shop mechanics) to keep our bikes running better, for longer, with less expense and fewer missed rides.

We focus on the mantra of ‘quality bicycles’ from drawing board to assembly. We’re truly confident in our product, so we can offer a lifetime warranty on all Santa Cruz frames and Reserve wheels.

Lifetime warranty on all frames and Reserve wheels.
Lifetime pivot bearing replacement.
High-quality frame hardware and easy-to-find spares.
We aim to stock replacement hardware and repair tools for a minimum of 10 years.

Simply Advanced

The engineering team steer the direction of our whole company. They tell us what we’re building, when we’re

building it, and why we should shut up and just trust them. Hell, our CEO is the former head of engineering at Santa Cruz. The same obsessive attention to ride quality now gets applied everywhere in the company.

A corporate consultant would tell us we should consider “targeting customer research to find underleveraged categories and untapped market segments to steer our product pipeline to maximize revenue,” but we don’t. Instead we give the engineers and designers free reign to create the right bike, at the right time. These enginerds are riders who find personal fulfillment creating great bikes, rather than steered by a committee of marketers or corporate tyrants trying to trademark the name of a riding style.

This commitment to craft is apparent when you get up close to one of our bikes. They’re free of redundant details and the form is purely functional, unadorned with flourishes of egomaniacal designers. Discipline is required to simplify a bike rather than add ‘signature’ bulges and swoops that serve no real purpose.

We refine the details of our bikes (cable stops, guards, routing, protection) and we only use proven standards, all to make it easier to live with and increase the functional lifespan of the bikes we make.

With a frame’s foundation complete, the component spec of each model is chosen to complement it. We choose the best parts, with priority given to what’s best for the rider who’ll be out using the bike on the trails around the world. The several thousand configurations in our bike line gives everyone options—materials, suspension, colors, wheel size, travel. Moreover, we employ riders to put bikes together in-house, in Santa Cruz, just a block from the trailhead.

We Do It

Our obsession has led us to, despite contemporary wisdom, try to do everything in-house. You can’t get exceptional results doing things the same old way. To ensure our quality standards are met, we design, test and assemble everything ourselves. We research, prototype, and ride new designs in Santa

Cruz, California before releasing the design to our own carbon manufacturing facility.

We invested in our own carbon manufacturing facility because it’s the only way to ensure advancements made in our test lab remain proprietary and quality can be absolutely assured because the people doing the work are Santa Cruz employees. In Santa Cruz, a team of mechanics, much like the ones who work in bike shops across the country, press the links and bearings into the linkages, attach the front triangle to the swingarm, and insert the shock. Then they’ll build the bike to order, with the build kit you requested, in the color you want. Our highly dexterous team of nipple tweakers build all of our wheels on-site before being lovingly placing it in a box to be sent to you: a trusted, service-oriented, and mechanically-minded local retailer.

There are easier and cheaper ways to do all of this, but this is the way we can be sure of the quality of the bicycles we put into your hands to ride on trails around the world.



CARBON

We don't just use carbon to build bikes because it looks cool and everyone is doing it. We pioneer advanced materials and production methods to build the most durable and high-performance bicycles because it's the way to ensure that riders can just enjoy riding their bike. Our experience with carbon production allows us to build bikes that are so reliable that we can provide an anxiety-reducing lifetime warranty to accompany them.

We design, test, and prototype our carbon technology in Santa Cruz, California. Our carbon lab gives us the capacity to research carbon layups that we can apply to our production frames, and research and test new manufacturing processes and techniques. Our production bikes are strong as hell, and we feel we have a good handle on our toolbox of materials, but having the carbon facility in the same building as the engineers allows us to push our understanding forward, and take advantage of emerging materials technology.

Our frames are manufactured in our own carbon frame factory. We founded this manufacturing facility ourselves because we wanted to be able to manage how our designs were produced, to ensure quality control standards, and to make sure the advancements we develop remain proprietary to us (we're not being selfish, it just sucks when someone peers over your shoulder to get the answer you've worked hard to figure out).

What's more, if something needs improving, we have the capacity and capability to change it, before it gets into your hands. There is no other mountain bike brand in the world that does what we do.



VPP® SUSPENSION

Rather than contracting a series of kooky inventors to try build ever more complex and wack-a-doo suspension designs or proprietary shocks so the Marketing department has something to talk about, we've refined and iterated VPP because it's an extremely versatile and high-performance design.

Squish good, pedal good...

We've been using VPP® suspension since 2002 when we simultaneously launched the 255mm-travel V10 and the 115mm-travel cross-country Blur, both using the virtual pivot point system. By moving the linkages, pivot points and shock position we can strike the right balance between pedaling efficiency and all out bump chomping prowess. The suspension on our cross-country bikes is tuned so that every ounce of energy a rider can generate is transferred to the forward trajectory. And our bigger-hitting, longer travel bikes are exceptionally capable of isolating impacts from the rider so they can ride harder with more confidence in the very worst terrain.

No breaky...

It's a bombproof suspension design. Short, counter-rotating links connect the front and rear triangles to create an extremely robust chassis. Simple linkages contain the pivot points to prevent slop from developing over time; grease ports make it serviceable; and pivots run on large diameter axles and bearings, which we offer free lifetime replacement for. VPP doesn't require novelty shocks, and hardware that might seem real clever but is probably gonna make you feel dumb when you're stuck without a way of fixing it.

PAYDIRT



PayDirt is our commitment to increasing access to trails by supporting the work of the people who make it happen. We're pledging to donate \$1 million over the next three years towards trail projects, local organizations, events and programs that are geared towards creating and strengthening opportunities for people to get out on the trails.

We are well versed in supporting the communities and organizations near and dear to Santa Cruz. Paydirt helps expand this support outside of our own backyard, helping the riders of the world make their communities stronger.

Learn more at santacruz bicycles.com/paydirt.



RESERVE

Our goal from the very beginning has been to make the strongest wheels on the market. We set strength and impact resistance as our highest priority, but strength doesn't have to mean uncomfortably stiff. Our wheels are compliant enough to avoid that harsh "wooden" ride that gives some carbon rims a bad name.

Our confidence in the design and strength of our wheels is backed up by a lifetime warranty, just like our frames. No gimmicks. Not limited. If you do actually manage to break one of our rims while out riding, we'll replace it for free. And because missing a ride sucks, we aim to get a replacement to you fast.

These wheels are built in Santa Cruz, California with quality parts. We've always taken great pains to use readily-available, standard parts on our bikes, and our rims are no different. J-bend spokes, mechanical-lock nipples (that you can access without taking the tire and rim strip off), and hubs from highly respected companies (DT Swiss, Industry Nine, and Chris King) make building good wheels easier for us, and maintaining the wheels or finding spares a lot easier for you.

RESERVE

25,27, 30, 37, and DH



Available in two wheel sizes (29" and 27.5"), these five rims make up the bulk of our mountain bike offerings. Reserve 25 are our lightweight XC offering, and fit tires between 40mm and 2.4". These are fast, lightweight hoops but they're still guaranteed to outlast anything you throw at them.

Reserve 27 and 30 are our trail bike rims, with the 30 being a little more burly and optimal for bigger hitting bikes and tires (2.3-2.6"). The 27 spin up to speed quicker, save a little overall weight, and support tires 2.0-2.5" wide.

FEATURES

Made for: Wherever you ride
At home on: All trails
An option on: Highball, Blur, Tallboy, Joplin, 5010, Furtado, Hightower, Maverick, Bronson, Roubion, Nomad, Megatower, Heckler, V10
Sizes: 29" and 27.5"

Reserve 37 wheels offer the widest range of tire choices. The 37s are optimized for tires from 2.5 to 2.8 inches wide, and will still support a 3.0 nicely. That means you can mount regular as well as Plus sized tires on this rim, giving you the freedom to choose and no anxiety about whether you've made the right choice. Reserve DH wheels are optimized for downhill racing, offer a 31mm internal width, and are available with Chris King hubs. Available aftermarket and on select Heckler models.

Internal width: 25mm (Reserve 25), 27mm (Reserve 27), 30mm (Reserve 30), 37mm (Reserve 37), 31mm (Reserve DH)
Rec tire width: 40mm-2.4" (Reserve 25), 2.0-2.5"(Reserve 27), 2.3-2.6" (Reserve 30), 2.5-3.0" (Reserve 37), 2.4 - 2.6 (Reserve DH)

RESERVE

22 (700c) and 25 (650b)



The Reserve 700c, in particular, required special attention to ride tuning and layup, because there's less air volume (read: cushion) in these tires. We settled on a profile that looks and rides a lot more like a box-section aluminum rim, but with the strength of our carbon rims, which allowed us to drop the spoke count to 24. The spoke drillings are offset, just like the other Reserve rims, to equalize bracing angles and spoke tension on each side of the hub. The Reserve 700c is 22mm wide, and will play nicely with tires between 30 and 45mm.

The 650b rim (which is the same as 27.5" if the alphanumeric soup has you a bit spun) profile looks more like our other Reserve offerings, largely because the needs of a 2.0" tire and a 2.3" tire aren't as dramatically different as those of a 30mm tire. It's still a fairly low-profile, 24-hole rim that's been tuned the same way as the 700c rim, and at 25mm wide, it'll work with tires from 40mm wide to about 53mm wide, or 2.1 inches.

FEATURES

Made for: Gravel, every kind of road, CX racing
At home on: whooped and bumpy gravel roads
An option on: Stigmata and Quincy
Sizes: 700c and 650b
Internal width: 22mm (Reserve 22), 25mm (Reserve 25)

Rec tire width: 30-45mm (Reserve 22), 40-55mm (or 2.1") (Reserve 25)



V10

The V10 is designed to be exactly the right bike for anyone who steps up to the startline with eyes on a podium. The racer who chooses a V10 is the recipient of every bit of work and puzzling that's gone into the Syndicate's race bikes.

The continuous fine-tuning that the V10 has undergone with the Syndicate for World Cup season after season has guaranteed regular, high-level feedback. The result is perhaps the most refined suspension performance available outside of a World Cup pit. 215mm of VPP™

travel is exquisitely refined and the ease of tuning and serviceability of the VPP system makes it a hit in the pits with mechanics and privateers.

Wheel size has been the latest puzzle to ponder. Greg Minnaar, being a tall and looking for pure speed on the clock, focuses his choice on 29-inch wheels. Loris Vergier, shorter in stature but similarly looking for efficiency has chosen a mixed (MX) wheel setup (29-inch front and 27.5-inch rear). Luca Shaw chose what feels fun because to him if he's having fun he's going

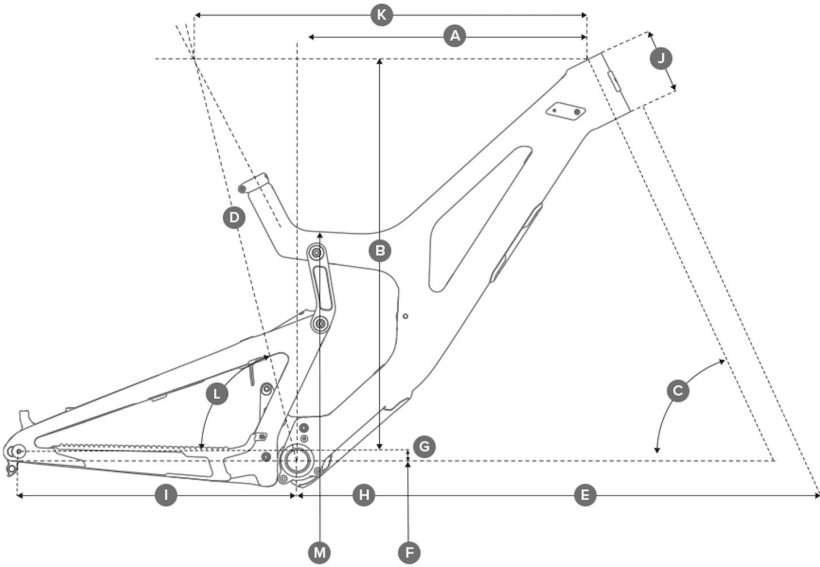
fast, so he's also on a mixed setup. Because there's so many flavors and needs we offer the V10 in 27.5 (front and rear) in the smallest size frame, both 29-inch (front and rear) and mixed in medium and large frame sizes, and mixed-only for the XL frame size. So your V10 is optimized for who you are.

The most successful bike in downhill history shows no signs of slowing down.

V10
MX



V10 CC X01 MX - Oxblood



V10 CC S DH MX - Oxblood

GEOMETRY	M (Low / High)	L (Low / High)
A Reach	435 / 437mm	460 / 462mm
B Stack	631 / 632mm	635 / 637mm
C Head Tube Angle	63.3 / 63.7°	63.3 / 63.7°
D Seat Tube Length	445mm	455mm
E Front Center	806mm	833mm
F BB Height	351 / 356mm	351 / 356mm
G BB Drop	3.1mm (R), 21.6mm (F) / -2.1mm (R), 16.4mm (F)	3.1mm (R), 21.6mm (F) / -2.1mm (R), 16.4mm (F)
H Wheelbase	1252-1262mm / 1251-1261mm	1279-1289mm / 1278-1288mm
I Chainstay Length	446-456mm / 445-455mm	446-456mm / 445-455mm
J Head Tube Length	100mm	105mm
K Top Tube Length	N/A	N/A
L Seat Tube Angle	N/A	N/A
M Standover	713 / 718mm	714 / 719mm

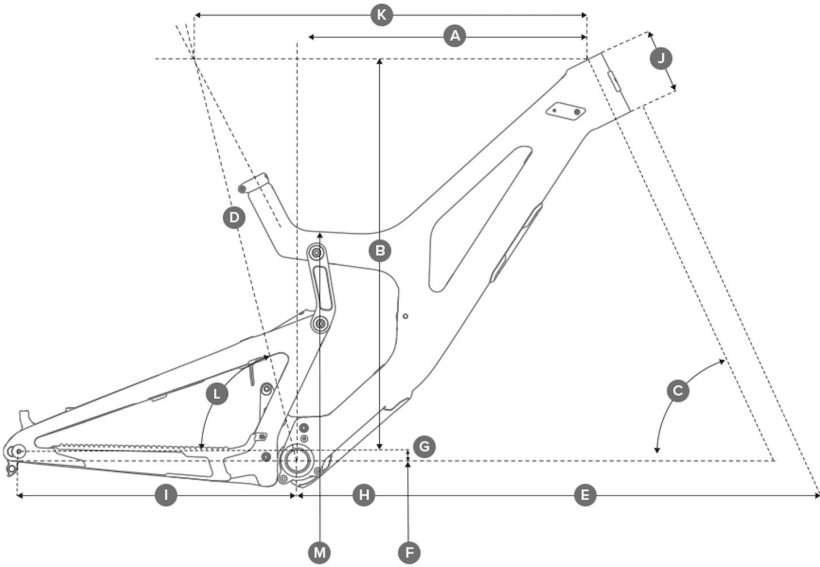
- FEATURES
- 215mm of VPP® rear travel
 - 29" front wheel, 27.5" rear wheel
 - Adjustable chainstay length to optimize front/rear balance
 - Replaceable frame protectors
 - Lifetime frame and bearing warranty

- Made for: Winning World Cup downhill
 - At home on: The roughest of DH race tracks and bike parks
 - Sizes: M, L
 - More [V10 assets here](#)

V10
27.5 and 29



V10 CC S DH 27.5 - Matte Carbon



V10 CC X01 DH 29 - Battleship Grey

	27.5	29			
GEOMETRY	S (Low / High)	M (Low / High)	M (Low / High)	L (Low / High)	XL (Low / High)
A Reach	410 / 412mm	435 / 437mm	435 / 437mm	460 / 462mm	490 / 492mm
B Stack	602mm	610 / 612mm	631mm	635mm	640mm
C Head Tube Angle	63.3 / 63.7°	63.3 / 63.7°	63.3 / 63.7°	63.3 / 63.7°	63.3 / 63.7°
D Seat Tube Length	435mm	445mm	445mm	445mm	465mm
E Front Center	769mm	798mm	806mm	833mm	865mm
F BB Height	351 / 356mm	351 / 356mm	351 / 356mm	351 / 356mm	351 / 356mm
G BB Drop	3 / -2mm	3 / -2mm	22 / 16mm	22 / 16mm	22 / 16mm
H Wheelbase	1200-1210mm	1234-1244mm	1252-1262mm	1279-1289mm	1316-1326mm
I Chainstay Length	431-441mm	436-446mm	446-456mm	446-456mm	446-456mm
J Head Tube Length	100mm	110mm	100mm	105mm	110mm
K Top Tube Length	N/A	N/A	N/A	N/A	N/A
L Seat Tube Angle	N/A	N/A	N/A	N/A	N/A
M Standover	707 / 712mm	707 / 712mm	713 / 718mm	714 / 719mm	714 / 719mm

FEATURES

- 215mm of VPP® rear travel
 - Available in 29" and 27.5"
 - Suspension performance and geometry specifically optimized for both wheel sizes
 - Adjustable chainstay length to optimize front/rear balance
 - Replaceable frame protectors
- Lifetime frame and bearing warranty
 - Made for: Winning World Cup downhill
 - At home on: The roughest of DH race tracks and bike parks
 - Sizes: S, M - 27.5" M, L, XL - 29"
 - More [V10 assets here](#)



NOMAD

The Nomad's reputation is built on consistently pushing the envelope on how lawless a single-crown bike can get while still remaining a capable daily driver.

The latest iteration nudged the travel and geometry further towards the outer limits, and we surprised ourselves at just how well-rounded it turned out.

The fourth generation design saw a dramatic shift to the lower-link mounted shock configuration. The shock rate is a short-travel version of the V10—which means

feather-light small bump sensitivity right off the bat, supportive mid-stroke, and overall progression that you'd normally only experience on a DH bike.

To handle all this newfound capability, the geometry was adapted too. It's longer and lower-slung to ensure maximum stability and confidence on absolutely everything. At the same time, the Nomad's still a trail bike. It pedals well and tackles valley-to-valley alpine runs and all-day missions without skipping a beat—a fact helped by its pedal-friendly 75-degree seat tube

angle and standard 170mm dropper post fit. There's also a flip-chip on the link: the high setting makes the bike sit up a little for pedaling through technical terrain, the low drops you into more-extreme downhill territory.

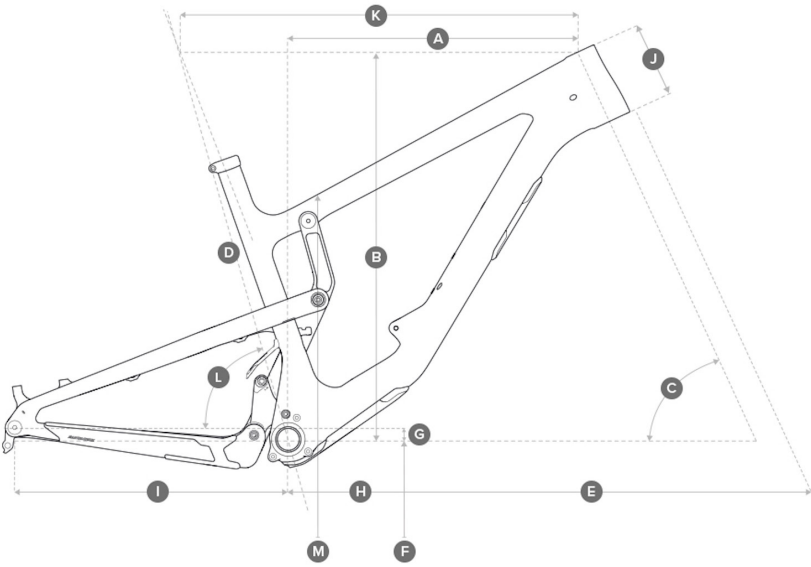
The Nomad has always been intended as the go-everywhere, go-hard, go-fast workhorse of our lineup so We added a bolt-on downtube protector and shuttle protector, as well as an aluminum 'ear' cover on the drive side swingarm, and a shock fender to keep the mud off.

It all adds up to V10 handling at Syndicate speeds beyond the race tape.

NOMAD



Nomad CC X01 Reserve - Gloss Carbon



GEOMETRY	XS (Low / High)	S (Low / High)	M (Low / High)	L (Low / High)	XL (Low / High)
A Reach	386 / 390mm	416 / 420mm	436 / 440mm	456 / 460mm	486 / 490mm
B Stack	587 / 584mm	596 / 593mm	605 / 602mm	614 / 611mm	623 / 620mm
C Head Tube Angle	64.6 / 65°	64.6 / 65°	64.6 / 65°	64.6 / 65°	64.6 / 65°
D Seat Tube Length	375mm	390mm	420mm	450mm	480mm
E Front Center	704mm	738mm	762mm	787mm	821MM
F BB Height	339 / 344mm	339 / 344mm	339 / 344mm	339 / 344mm	339 / 344mm
G BB Drop	15 / 10 mm	15 / 10 mm	15 / 10 mm	15 / 10 mm	15 / 10 mm
H Wheelbase	1135 / 1134mm	1169 / 1168mm	1194 / 1192mm	1218 / 1216mm	1252 / 1251mm
I Chainstay Length	431 / 430mm	431 / 430mm	431 / 430mm	431 / 430mm	431 / 430mm
J Head Tube Length	90mm	100mm	110mm	120mm	130mm
K Top Tube Length	541 / 540mm	574 / 573mm	598 / 596mm	621 / 619mm	654 / 653mm
L Seat Tube Angle	74.1 / 74.5°	74.1 / 74.5°	74.1 / 74.5°	74.1 / 74.5°	74.1 / 74.5°
M Standover	704 / 710mm	706 / 712mm	722 / 728mm	720 / 726mm	718 / 724mm

FEATURES

- 170mm VPP® rear travel, 170mm fork
- 27.5-inch wheels
- Available in CC and C carbon and aluminum
- Santa Cruz Reserve 30 carbon wheel option
- Lower-link mounted shock configuration
- Metric shock sizing – Air and coil shock compatibility
- Bolt on shuttle guard, downtube protector and shock fender

- Made for: Pedaling to get to the gnarliest of zones
- At home on: The rawest and rowdiest trails or bike park booters
- Sizes: XS, S, M, L, XL
- More [Nomad assets here](#)



Nomad CC X01 - Eggplant



BULLIT

Santa Cruz Bullit MX could be the world's burliest trail e-bike. Imagine the gnar-taming capabilities of the big-hitting Nomad and Megatower boosted with Shimano's new EP8 STEPS motor and you start to see a bike that's not only off-the-charts capability wise, but in terms of how far and wide you can go with it as well.

With a high-capacity 630wh battery, the more refined, more powerful—not to mention lighter and smaller—EP8 motor combined with a smasher build, Bullit turns those once-a-year epics into your regular rides, and lets you

unlock new long rides you never thought possible.

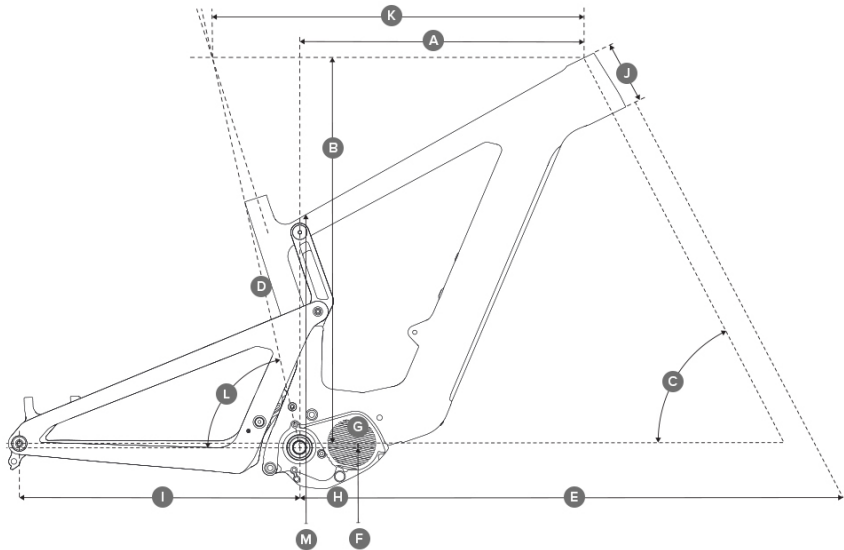
Designed for tackling the steepest and deepest of trails, Bullit's build—170mm-travel fork with 38mm stanchions, DoubleDown tires, coil shock options—begs for the abuse of rooty, rocky, horror fests usually reserved for the aforementioned big hitting pedal bikes. Where the Heckler puts a premium on agility and playful handling, the Bullit comes to brawl with a no-limits attitude.

Like many of our bikes, the inspiration for this one initially came from the Syndicate—our works-level DH squad. After champion puzzler and downhill demon Loris Vergier talked us into a mixed wheel V10 DH sled, it was really just a matter of time before we brought that World Cup mindset to a broader use case. And like with Loris' race bike, we've found it provides the confidence-at-speed of a 29er with the more spritely handling characteristics and maneuverability of a 27.5 rear end. Unlike Loris' V10, however, this big hitting mixed bike goes uphill as well.

BULLIT



Bullit CC XT Air - Gloss Lavender



Bullit CC X01 Coil Reserve - Matte Copper

GEOMETRY	M	L	XL	XXL
A Reach	450mm	475mm	495mm	515mm
B Stack	621mm	630mm	648mm	670mm
C Head Tube Angle	64°	64°	64°	64°
D Seat Tube Length	405mm	430mm	460mm	500mm
E Front Center	789mm	819mm	848mm	879mm
F BB Height	348mm	348mm	348mm	348mm
G BB Drop	6.5mm (R) 25.5mm (F)	6.5mm (R) 25.5mm (F)	6.5mm (R) 25.5mm (F)	6.5mm (R) 25.5mm (F)
H Wheelbase	1239mm	1268mm	1297mm	1328mm
I Chainstay Length	449mm	449mm	449mm	449mm
J Head Tube Length	100mm	110mm	130mm	155mm
K Top Tube Length	591mm	619mm	645mm	672mm
L Seat Tube Angle	77.2°	77.1°	77°	76.8°
M Standover	748mm	747mm	745mm	745mm

FEATURES

- 170mm VPP® rear travel, 170mm fork
 - MX Wheels 27.5-inch rear, 29-inch front wheels
 - 630wh battery capacity
 - 64-degree head angle
 - Available in CC carbon
 - Santa Cruz Reserve DH / 30 carbon wheel option
- Lifetime Warranty
 - Made for: The biggest all-mountain epics
 - At home on: The gnarliest descents you can find
 - Sizes: M-XXL
 - More [Bullit assets here](#)



MEGATOWER

The Megatower is the fusion of big wheels and the biggest-hitting suspension system. It's a modern day brawler, as suited to diehard racers as it is to riders wanting to conquer their hometown trails.

Tracing its roots to the Hightower, and now featuring the lower link-driven VPP suspension derived from the V10, the Megatower is the most capable, confidence-inspiring 29er trail bike in our line-up. The lower-link mounted shock configuration – designed for compatibility with both air and coil shocks – provides a

progressive shock rate that has unmatched traction and bottom out resistance, making it ideal for taming the longest descents and rowdiest hits.

In order to make the Megatower stride confidently across the globe it has an enormous amount of clever adjustability hidden in its bones. A tidy and concealed flip chip in the lower-link adjusts bottom bracket height and changes progressivity of the rear suspension. A second, in the rear dropouts, allows for a 10mm fore-aft adjustment in chainstay length to dial in the rider's

rearward weight distribution - either set for play or for stability. The flip chips are a robust mechanism for riders looking to tune their ride according to their needs without compromising reliability and durability. No wackadoo mousetraps and frail proprietary shocks here.

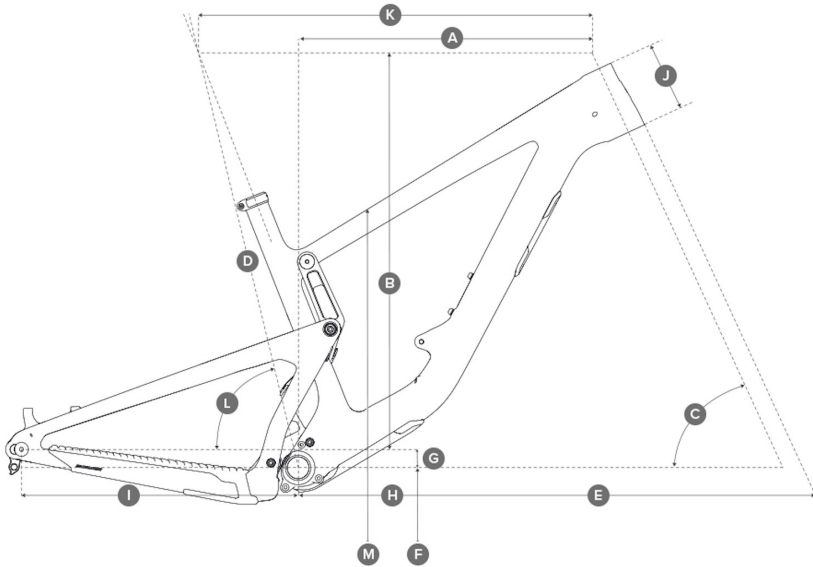
The Megatower isn't all fight and fury, it's smart and savvy too. It has a sharp, 76-degree seat tube angle for winching to the top of the kinds of descents where having a roomier cockpit and a 65-degree head tube

angle will come in handy. You can still carry around a full water bottle inside the frame (even with a piggyback shock), and the frame is well protected with a shock fender, shuttle guard, downtube protector and ribbed chainstay protector.

MEGATOWER



Megatower CC X01 Reserve - Storm Grey



Megatower C XT Coil Reserve - Amarillo Yellow

GEOMETRY*	S (Low / High)	M (Low / High)	L (Low / High)	XL (Low / High)	XXL (Low / High)
A Reach	422 / 425mm	447 / 450mm	467 / 470mm	487 / 490mm	512 / 515mm
B Stack	609 / 607mm	618 / 616mm	627 / 625mm	645 / 643mm	668 / 666mm
C Head Tube Angle	64.7 / 65°	64.7 / 65°	64.7 / 65°	64.7 / 65°	64.7 / 65°
D Seat Tube Length	380mm	405mm	430mm	460mm	500mm
E Front Center	743mm	772mm	796mm	825mm	860mm
F BB Height	340 / 343mm	340 / 343mm	340 / 343mm	340 / 343mm	340 / 343mm
G BB Drop	33 / 29mm	33 / 29mm	33 / 29mm	33 / 29mm	33 / 29mm
H Wheelbase	1179mm	1208mm	1232mm	1260mm	1296mm
I Chainstay Length	436mm	436mm	436mm	436mm	436mm
J Head Tube Length	90mm	100mm	110mm	130mm	155mm
K Top Tube Length	568mm	597mm	620mm	648mm	682mm
L Seat Tube Angle	76.5 / 76.8°	76.4 / 76.7°	76.3 / 76.6°	76 / 76.3°	75.8 / 76°
M Standover	698 / 702mm	709 / 714mm	708 / 713mm	705 / 711mm	703 / 708mm

*With 160mm fork

FEATURES

- 160mm VPP® rear travel, 160mm fork
 - 29-inch wheels
 - Available in CC and C Carbon
 - Santa Cruz Reserve 30 carbon wheel option
 - Coil Option Includes 170mm Fox 38 fork
 - Made for: all day brawling on the world's baddest terrain
- At home on: Blown out race courses and steep rugged trails
 - Sizes: S, M, L, XL, XXL



BRONSON

Santa Cruz's most notorious thriller, the Bronson is ready for action no matter the role. From flat out on the trail to fully flat over a table, each new generation redefines expectations of what a 150mm bike can do.

The new lower-link mounted shock configuration opens up greater possibilities for maximum bump performance; plush and a barely-there bottom out when you're going bananas on the bad boy bits of trail but very efficient when you need to get back up

to the top to do it again. It's like our most capable all-around bike just had a set of afterburners bolted on.

With 150mm of VPP travel on 27.5-inch wheels, the Bronson continually rides the sharp edge between agility and stability. Ideal for negotiating tech-gnar one moment and fast flowing terrain the next, the 160mm fork and 65-degree head angle ensure handling remains refined. Meanwhile, the redesigned, one-piece swingarm keeps the rear wheel tracking no matter how twisted you get.

While Bronson's build kit only offers options for "regular" 27.5, there is plenty of room in the frame to run up to 2.8-inch tires on plus rims if you so desire.

Refinements like bottle cage mounts inside the front triangle and super clean cable routing, combined with numerous build choices make the Bronson a stone-cold killer. Oh, and lest we forget, the legendary Santa Cruz lifetime frame warranty and lifetime pivot bearing replacement gives you the confidence to throw yourself into the kinds of trail

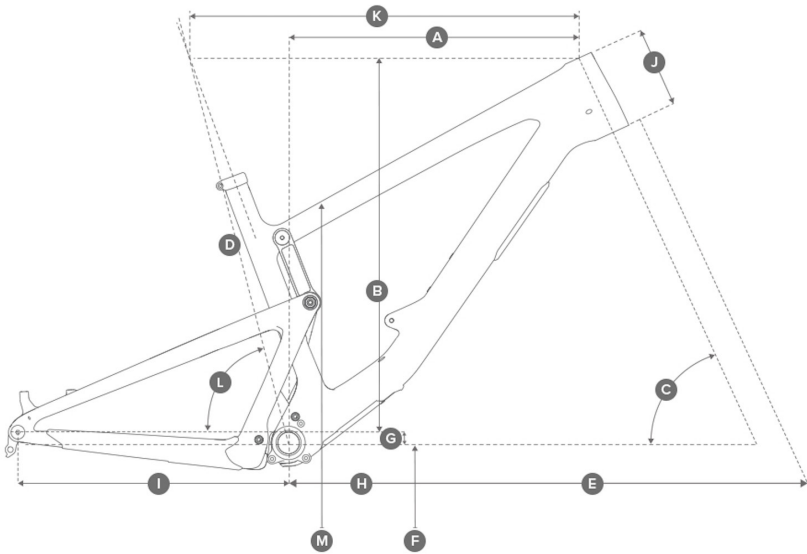
situations that the bike makes you capable of.

The Bronson is the choice for those seeking a skeleton key bike to unlock unfamiliar trails with ease.

BRONSON



Bronson CC X01 Reserve - Matte Olive



Bronson C XT Reserve - Red Tide

GEOMETRY	XS (Low / High)	S (Low / High)	M (Low / High)	L (Low / High)	XL (Low / High)
A Reach	385 / 389mm	415 / 419mm	435 / 439mm	455 / 459mm	485 / 489mm
B Stack	586 / 584mm	595 / 593mm	605 / 602mm	614 / 611mm	627 / 625mm
C Head Tube Angle	65.1 / 65.4°	65.1 / 65.4°	65.1 / 65.4°	65.1 / 65.4°	65.1 / 65.4°
D Seat Tube Length	370mm	380mm	405mm	430mm	460mm
E Front Center	703mm	737mm	761mm	785mm	821mm
F BB Height	340 / 344mm	340 / 344mm	340 / 344mm	340 / 344mm	340 / 344mm
G BB Drop	14 / 10mm	14 / 10mm	14 / 10mm	14 / 10mm	14 / 10mm
H Wheelbase	1134mm	1168mm	1191mm	1215mm	1252mm
I Chainstay Length	430mm	430mm	430mm	430mm	430mm
J Head Tube Length	100mm	110mm	120mm	130mm	145mm
K Top Tube Length	541mm	574mm	598mm	621mm	656mm
L Seat Tube Angle	75 / 75.3°	75 / 75.3°	75 / 75.3°	75 / 75.3°	75 / 75.3°
M Standover	692 / 697mm	700 / 704mm	717 / 721mm	715 / 721mm	715 / 721mm

- FEATURES
- 150mm VPP® rear travel, 160mm fork
 - 27.5-inch wheels
 - Available in CC, C carbon
 - Santa Cruz Reserve 30 carbon wheel option
 - 2.6 tire option available but has clearance for up to 2.8
 - 200mm front, 180mm rear rotors for added stopping power
 - Piggyback shock, with eyelet bearing on all builds
- Made for: aggressive trail riding, half-shell hucking, and soulful sending
 - At home on: rooty, rocky, technical terrain
 - Sizes: XS, S, M, L, XL
 - More [Bronson assets here](#)



HECKLER

The Heckler is about expanding your own trail map - accessing previously unreachable trails, unlocking less-used trails and doing so independently. The full carbon frame and interchangeable 504wh battery keeps the weight down (45.3lb) compared to bikes with larger batteries but it's fast and easy to put in a fresh battery for even bigger, longer days.

The new Shimano EP8 motor is lighter than the previous unit (310g), has more power (85Nm versus 70Nm), smaller volume (-10%) for greater ground

clearance, less drag (36%), more heat resistant, and tuned to give more power in Trail mode. All this means it's even more capable of tackling longer, tougher rides.

The 27.5-inch wheels keep the bike playful and maneuverable in order to make the most of the trail. The slack headangle (65.5-degree) and 445mm chainstay length provide a snappy and fun feel while still providing traction for when the trail gets steep and technical, both up and down.

Like all Santa Cruz bikes, the Heckler pedals well regardless of watts involved. The 160mm-travel fork is paired with 150mm-travel at the rear to provide a wide range of capabilities. We tweaked the VPP kinematics to have slightly lower anti-squat than other bikes. This adds a touch more support and traction over rough stuff when pedalling seated - a major advantage of having the pedal-assist on your side.

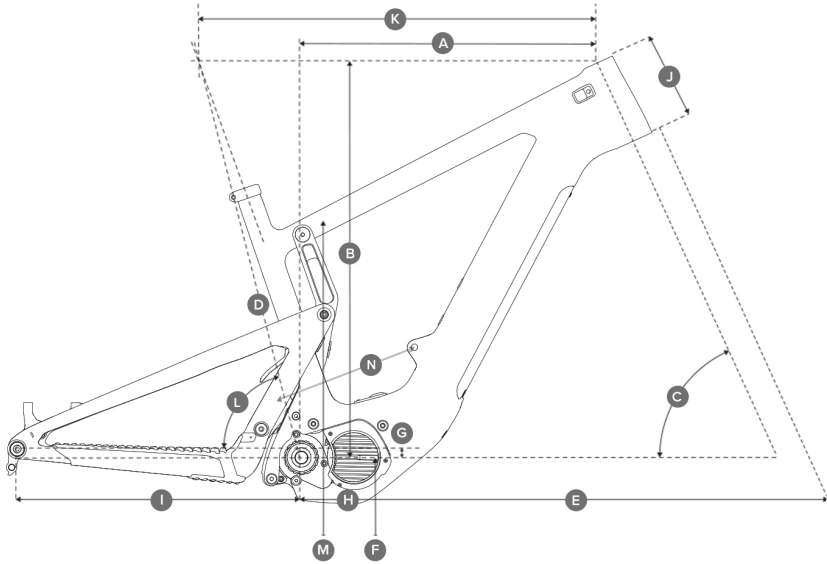
Shimano electronics were chosen for their refinement and reliability, while quality pivot hardware,

easily replaceable radial bearings and no-nonsense internal cabling were considered with a mechanics sanity in mind!

The Heckler's boundaries aren't defined by distance, laps, or time. The boundaries in our head that say, "Don't bother", "Turn back", "Impossible." Smashing these boundaries is what got us hooked on riding in the first place. Heckler's not about taking things easy, it's about making things possible.



Heckler CC XT - Yellowjacket



Heckler CC X01 Reserve - Blackout

GEOMETRY	S	M	L	XL	XXL
A Reach	425mm	445mm	465mm	490mm	515mm
B Stack	597mm	606mm	620mm	634mm	655mm
C Head Tube Angle	65.5°	65.5	65.5	65.5	65.5
D Seat Tube Length	390mm	405mm	430mm	460mm	500mm
E Front Center	742mm	766mm	792mm	823mm	859mm
F BB Height	346mm	346mm	346mm	346mm	346mm
G BB Drop	13mm	13mm	13mm	13mm	13MM
H Wheelbase	1187mm	1211mm	1237mm	1268mm	1304mm
I Chainstay Length	445mm	445mm	445mm	445mm	445mm
J Head Tube Length	110mm	120mm	135mm	150mm	175mm
K Top Tube Length	572mm	595mm	619mm	650mm	682mm
L Seat Tube Angle	76.2°	76.1°	76°	75.9°	75.4°
M Standover	720mm	745mm	743mm	741mm	741mm

FEATURES

- 150mm VPP® rear travel, 160mm fork
 - 27.5-inch wheels
 - 504wh battery capacity
 - 65.5-degree head angle
 - Available in CC carbon
 - Santa Cruz Reserve DH / 30 carbon wheel option
- Lifetime Warranty
 - Made for: Aggressive trail riding
 - At home on: Uphill, downhill, just not over the hill
 - Sizes: S-XXL
 - More [Heckler assets here](#)



HECKLER MX

Our bikes have always been about amplifying fun. So our goal for the Heckler MX was to make something light and agile that can help you on-site blind terrain.

A mixed-wheel bike gives the confidence of a 29-inch wheel up front for traction and roll-over when you're caught off guard by technical features. The 27.5 rear wheel allowed us to keep the moderate chainstay length of the Heckler (445mm), which provides a snappy and easy-to-handle bike on tight,

demanding trails. We did this without compromising on the standard Heckler's geometry, so the bike's character is still very light and accurate.

The Heckler is about expanding your own trail map - accessing previously unreachable trails, unlocking less-used trails and doing so independently. Whether tackling rides that are guarded by monstrous climbs, cramming more into less time, it's about rarer rides becoming the norm for you. The interchangeable 500wh battery keeps the weight

down compared to bikes with larger batteries but it's fast and easy to put in a fresh battery for even bigger, longer days.

The new Shimano EP8 motor is lighter than E8000 drive unit (380g), has more power (85Nm versus 70Nm), smaller volume (-10%) for greater ground clearance, less drag (50%), more heat resistant, and tuned to give more power in Trail mode. All this means it's even more capable of tackling longer, tougher rides. We use the full Shimano STEPS

battery and motor system again because it means assured reliability and global aftermarket service.

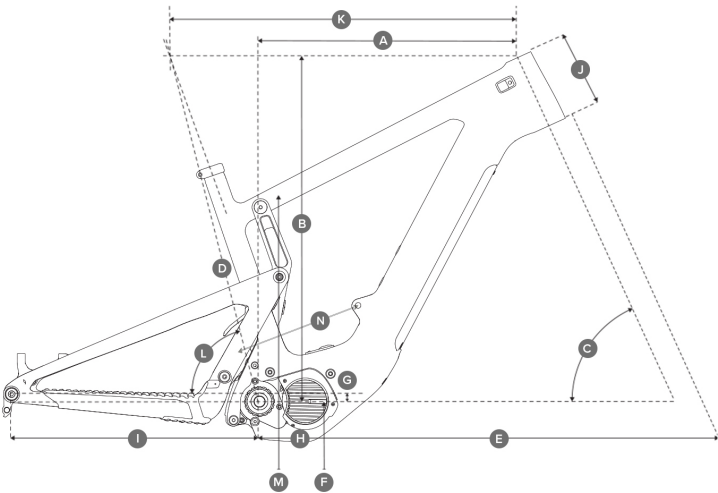


Heckler MX CC XO1 Reserve - Gloss Carbon



Heckler MX CC XO1 Reserve - Fog

HECKLER MX



GEOMETRY	S	M	L	XL	XXL
A Reach	416mm	436mm	456mm	481mm	505mm
B Stack	604mm	613mm	627mm	641mm	664mm
C Head Tube Angle	64.6°	64.6°	64.6°	64.6°	64.6°
D Seat Tube Length	390mm	405mm	430mm	460mm	500mm
E Front Center	739mm	763mm	790mm	821mm	856mm
F BB Height	348mm	348mm	348mm	348mm	348mm
G BB Drop	6.1mm (R), 24.6mm (F)	6.1mm (R), 24.6mm (F)	6.1mm (R), 24.6mm (F)	6.1mm (R), 24.6mm (F)	6.1mm (R), 24.6mm (F)
H Wheelbase	1184mm	1208mm	1235mm	1266mm	1301mm
I Chainstay Length	445mm	445mm	445mm	445mm	445mm
J Head Tube Length	110mm	120mm	135mm	150mm	175mm
K Top Tube Length	574mm	598mm	623mm	652mm	685mm
L Seat Tube Angle	75.3°	75.2°	75.1°	75°	74.8°
M Standover	725mm	744mm	742mm	757mm	739mm

FEATURES

- MX Wheels 27.5-inch rear, 29-inch front wheels
 - 140mm of VPP® lower link rear travel + 140mm fork
 - 64.6-degree head tube angle
 - Available in CC carbon
 - Reserve 30 Carbon wheel option on X01 kit
 - EP8 used on S, XT and X01 models-E7000 drive unit used on R-kit
- Carbon Di2 bar on S, XT, and X01 models
 - Sizes: M, L, XL, XXL
 - Lifetime warranty



HIGHTOWER

If ever a bike resembled your most cherished mix tape compilation, the Hightower is it. Featuring our lower-link mounted shock design, updated, adjustable geometry, this “Engineering Best Of...” assembles some of our biggest design pleasers into one belter of a road-trip companion.

The Hightower excels when the route covers ‘all points in between,’ and descents come courtesy of some big-ass climbs. The VPP suspension’s lower-link-mounted shock creates a nearly linear leverage

curve, meaning it mops up bumps of all sizes and maintains the kind of progressivity normally reserved for our V10 DH bike!

145mm of rear travel complemented by a 150mm front end gives Hightower just a bit more front and rear travel over the first generation model. Combined with a slacker 65-degree head tube angle, the Hightower still sits squarely in the Goldilocks zone, but with a touch more “Oh sh*t get me out of here” capability.

Balancing stiffness and weight savings in all the right places is a hallmark of all Santa Cruz carbon frames and the Hightower flies the flag yet higher. The advanced composite chassis tracks well across all trail surfaces, holds a line, and is reactive to rider directions while isolating pedal-influenced inputs.

The Hightower also has a bonus disc to heighten the experience—the flip chip. In the High setting, the BB height is a little higher for those tricky tech trails and/or when Plus sized tires are required. In

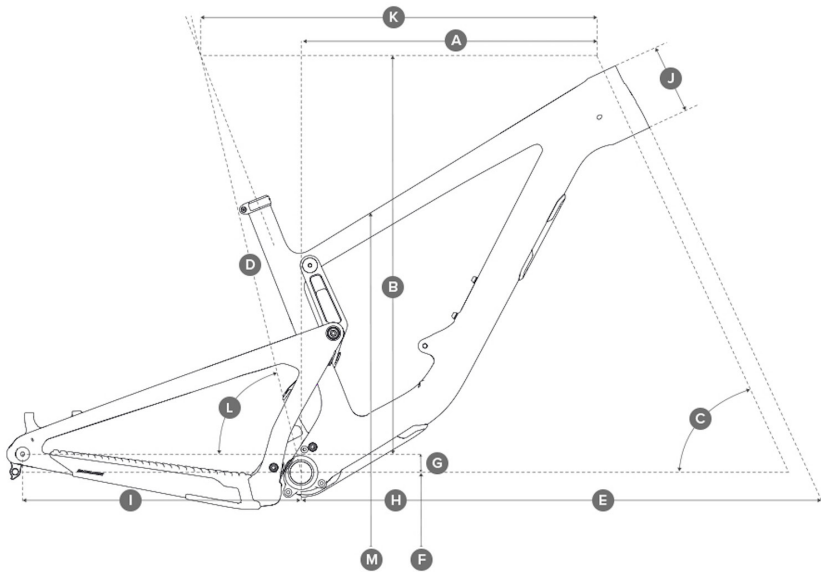
the Low position the shock rate is more progressive, to provide additional bottom-out resistance.

There’s a room for a water bottle inside the main frame and a threaded BB for convenience. There’s refined cable routing for better shifting performance, simpler installation, and no cable rub. On top of that, there’s a tailgate shuttle guard, downtube protector, shock fender, and noise-canceling chainstay protector keeping things quiet.

HIGHTOWER



Hightower CC X01 Reserve - Ember



Hightower C XT Reserve - Smoke Grey

GEOMETRY	S (Low / High)	M (Low / High)	L (Low / High)	XL (Low / High)	XXL (Low / High)
A Reach	425 / 428mm	450 / 453mm	470 / 473mm	490 / 493mm	515 / 518mm
B Stack	603 / 601mm	612 / 610mm	621 / 619mm	639 / 637mm	662 / 660mm
C Head Tube Angle	65.2 / 65.5°	65.2 / 65.5°	65.2 / 65.5°	65.2 / 65.5°	65.2 / 65.5°
D Seat Tube Length	380mm	405mm	430mm	460mm	500mm
E Front Center	745mm	774mm	798mm	827mm	862mm
F BB Height	340 / 344mm	340 / 344mm	340 / 344mm	340 / 344mm	340 / 344mm
G BB Drop	33 / 29mm	33 / 29mm	33 / 29mm	33 / 29mm	33 / 29mm
H Wheelbase	1179mm	1208mm	1232mm	1261mm	1296 / 1301mm
I Chainstay Length	434mm	434mm	434mm	434mm	440mm
J Head Tube Length	90mm	100mm	110mm	130mm	155mm
K Top Tube Length	567mm	596mm	619mm	646mm	680mm
L Seat Tube Angle	76.7 / 77.1°	76.6 / 77°	76.5 / 76.8°	76.3 / 76.6°	76 / 76.3°
M Standover	699 / 704mm	713 / 718mm	713 / 717mm	713 / 718mm	704 / 709mm

FEATURES

- 145mm VPP® rear travel, 150mm fork
- 29-inch wheels (27.5+ compatible)
- Available in CC, C Carbon and aluminum
- Santa Cruz Reserve carbon wheel option
- Made for: Anywhere, anytime, no matter the rider
- At home on: Punchy, technical, and high-speed singletrack

- Sizes: S, M, L, XL, XXL
- More [Hightower assets here](#)



5010

The 5010 turns obstacles into features. Its nimble, poppy feel makes even the most mundane rides feel like they're loaded with features to hop, skip and jump over. It's the kind of bike that makes new trails feel as familiar as the back of your hand.

27.5 is the fun-sized wheel size. Smaller wheels provide an ideal balance between toughness and weight saving making them the most fleet-footed (or quick fingered) whether launching logs or weaving through stumps. With its quick and agile character, the 5010 has become

a go-to plaything for progressive riders the world over and the only contender on any backyard trails.

It's a bike that goes harder than its vital stats may suggest. A 140mm-travel fork is paired with 130mm at the rear, the lower-link VPP™ configuration of which leaves you feeling there's a lot more travel at hand. And you can choose how out of hand you want to get, as this pocket rocket fits all sizes and types of rear shocks.

It's no handful either. The relatively slack head angle makes it predictable to steer, the relatively low BB height turns like it's on tracks and the short chainstays make this plaything easy to pick up and throw around.

No matter how much of a big kid you are the bike grows with you. We've tailored the geometry so frame size is matched to size specific chainstay lengths and super-low standover heights make it feel (almost) like that BMX you had as a kid. Okay, perhaps that's a bit nostalgic, but the 5010's certainly a perfect gateway to

the highs only proper mountain biking can offer.

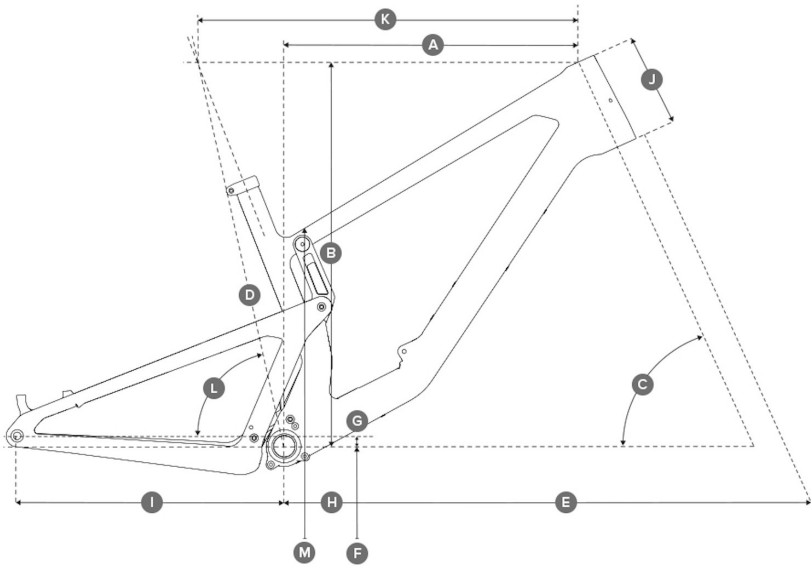
The 5010's balance and poise can turn any rider from cautious neophyte into a fully fledged flyer. The legendary Santa Cruz fit, finish and quality construction make this pocket rocket tougher than a Tonka toy. Fun and games are guaranteed, and the frame, linkages and optional Reserve wheels come with a lifetime warranty.

So don't be afraid, roll up your sleeves and go get creative

5010



5010 CC X01 Reserve - Raspberry Sorbet



5010 C XT Reserve - Loosely Blue

GEOMETRY	XS (Low / High)	S (Low / High)	M (Low / High)	L (Low / High)	XL (Low / High)
A Reach	397 / 400mm	422 / 425mm	447 / 450mm	472 / 475mm	497 / 500mm
B Stack	574 / 572mm	593 / 590mm	606 / 604mm	620 / 618mm	634 / 631mm
C Head Tube Angle	65.4 / 65.7°	65.4 / 65.7°	65.4 / 65.7°	65.4 / 65.7°	65.4 / 65.7°
D Seat Tube Length	370 / 370mm	380 / 380mm	405 / 405mm	430 / 430mm	460 / 460mm
E Front Center	699 / 699.4mm	733 / 732.6mm	764 / 763.8mm	795 / 794.9mm	826 / 826.1mm
F BB Height	334 / 338mm	334 / 338mm	334 / 338mm	334 / 338mm	334 / 338mm
G BB Drop	20 / 16mm	20 / 16mm	20 / 16mm	20 / 16mm	20 / 16mm
H Wheelbase	1123 / 1128mm	1156 / 1162mm	1191 / 1193mm	1225 / 1224mm	1259 / 1255mm
I Chainstay Length	424 / 423MM	424 / 423mm	427 / 426mm	430 / 429mm	433 / 432mm
J Head Tube Length	100 / 100mm	120 / 120mm	135 / 135mm	150 / 150mm	165 / 165mm
K Top Tube Length	524 / 524mm	556 / 555mm	587 / 585mm	617 / 616mm	647 / 646mm
L Seat Tube Angle	77.5 / 77.9°	77.2 / 77.6°	77 / 77.4°	76.8 / 77.2°	76.6 / 77°
M Standover	686 / 690mm	702 / 707mm	700 / 706mm	699 / 704mm	699 / 704mm

FEATURES

- 27.5-inch wheels
 - 130mm of VPP® lower link rear travel + 140mm fork
 - 65.4-degree head tube angle
 - Maximum tire size is 2.6" (spec is 2.4")
 - C & CC frame & Reserve 30 carbon wheel options
- Compatible with all shocks
 - Sizes: XS, S, M, L, XL
 - Chainstay length changes with frame size
 - More [5010 assets here](#)



TALLBOY

Tallboy takes a leap further into what short-travel bikes really are capable of. With kick-ass lower-link VPP suspension, a streamlined design, the typical Santa Cruz refinement, and rather radical geometry, the Tallboy is back to being a genre bending folk hero.

Sure, 10mm more travel might only seem like one small step—but coupled with a lower link-driven VPP suspension design this is one giant leap for the Tallboy.

It's the kind of bike that makes you sprint while

going up, along, over, or down due to the maximum efficiency of the VPP design and responsive, lightweight chassis. But because it shares the same engineering principles as our longest travel bikes, the progressive lower link-mounted shock feels equally at home doing cross-country as it does in extreme-country. Paired with a 130mm fork the new Tallboy becomes ever more appealing to riders who like to open it up.

Established theory suggests shorter travel bikes get

ridden slower, therefore require steeper and more conservative geometries. In reality though, when was the last time you ever throttled back on a fun trail because you weren't on a bigger bike? Caution to the wind and all that. So we've done the same here and mimicked our longer travel geometry to create a bike with a 65.5-degree head-angle, generous front center, and short offset fork. Something rarely seen on a bike of this ilk.

And the radical thinking doesn't stop there. The

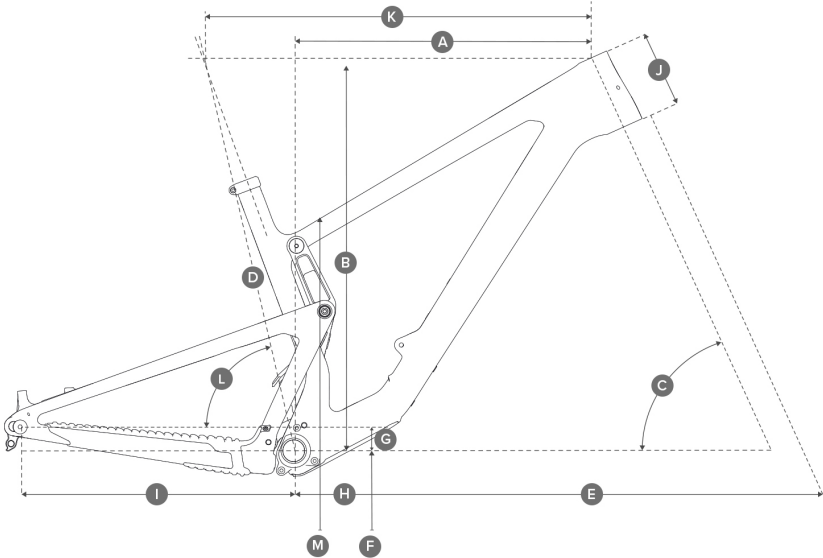
Tallboy's short-short 430mm chainstays have +/- 10mm of rear axle adjustment to ensure riders of all sizes and styles feel equally at home. Match that to a relatively low BB (335mm and 37.5mm drop) and you've got a combo that's ready to haul into every pocket turn and launch out the other side.

There's no label that quite fits what this bike is. But the name Tallboy says it all. Have at it.

TALLBOY



Tallboy CC XX1 Reserve - Gloss Black



Tallboy C S - Ivory

GEOMETRY	XS (Low / High)	S (Low / High)	M (Low / High)	L (Low / High)	XL (Low / High)	XXL (Low / High)
A Reach	398 / 400mm	423 / 425mm	448 / 450mm	468 / 470mm	488 / 490mm	513 / 515mm
B Stack	593mm	603 / 601mm	612 / 610mm	621 / 619mm	639 / 637mm	657mm
C Head Tube Angle	65.5 / 65.7°	65.5 / 65.7°	65.5 / 65.7°	65.5 / 65.7°	65.5 / 65.7°	65.5 / 65.7°
D Seat Tube Length	370mm	380mm	405mm	430mm	460mm	500mm
E Front Center	698mm	727mm	757mm	781mm	809mm	842mm
F BB Height	332 / 335mm	332 / 335mm	332 / 335mm	332 / 335mm	332 / 335mm	332 / 335mm
G BB Drop	41/38mm	41/38mm	41 / 38mm	41 / 38mm	41 / 38mm	41 / 38mm
H Wheelbase	1128mm	1157mm	1187mm	1211mm	1239mm	1272mm
I Chainstay Length	430-440mm	430-440mm	430-440mm	430-440mm	430-440mm	430-440mm
J Head Tube Length	90mm	100mm	110mm	120mm	140mm	160mm
K Top Tube Length	540mm	568mm	597mm	622mm	647mm	679mm
L Seat Tube Angle	76.5 / 76.7°	76.4 / 76.7°	76.3 / 76.6°	76.2 / 76.4°	76 / 76.2°	75.8 / 76°
M Standover	678 / 681mm	692 / 696mm	704 / 708mm	703 / 706mm	698 / 702mm	698 / 702mm

FEATURES

- 120mm VPP® lower link rear travel, 130mm fork
 - 29-inch wheels
 - 65.5-degree head angle
 - Adjustable chainstay length
 - Available in Aluminum, CC and C carbon
 - Santa Cruz Reserve 27 carbon wheel option
- Lifetime warranty
 - Made for: Going hella fast, everywhere
 - At home on: Singletrack of any sort
 - Sizes: XS, S, M, L, XL, XXL
 - More [Tallboy assets here](#)



BLUR

The Blur is our ride fast, ride far, ride-harder-than-your-heart-can-take XC race bike. Light enough to scorch hot laps and tough enough to endure a long-distance beating, the Blur does it all without compromise. No matter how demanding your next XC endeavor, the Blur is ready to go full gas, 24/7.

Make no mistake, at just 2060g this is our lightest ever full suspension frame. Centered around 100mm of ultra-efficient VPP® rear suspension travel, and complemented by dual remote lockouts and super stiff

carbon frame, you'll have more thrust on demand than SpaceX.

The one-piece carbon VPP® rear triangle shares its twin upright architecture with our World Cup-winning downhill bikes. Paired with a one-piece carbon front end it delivers a lateral stiffness and tracking ability you just don't see on featherweight bikes of this genre.

Confidence-inspiring geometry and components worth their salt allow you to take those sketchy overtaking

lines that are the difference between getting on the podium or 'winning' the wooden spoon.

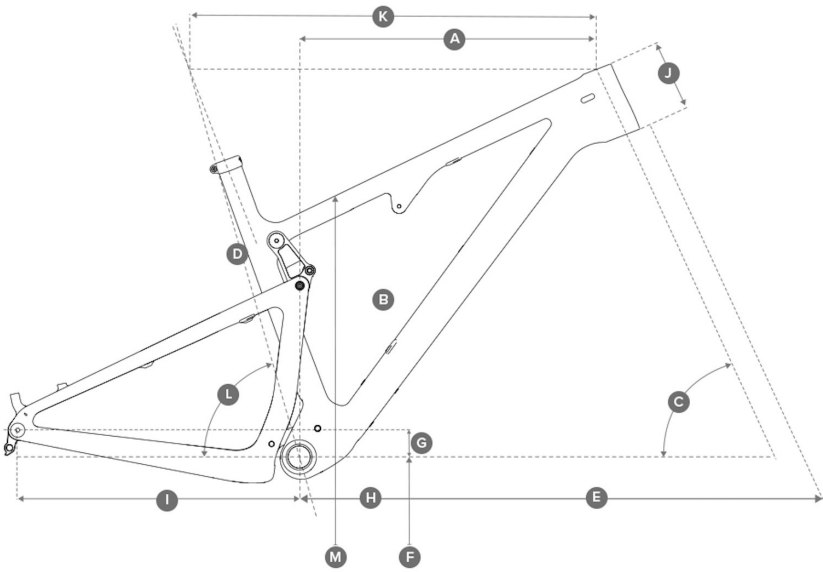
With room for two bottles, 29-inch wheels, and a 1X-specific drivetrain the Blur is dedicated to going harder, for longer. Dual remote lockouts on select models give you the option to flick between Fast and Faster. The TR kit engages party mode. Built with a slightly beefier fork (110mm Fox Stepcast34), dropper post, and knobbier tires, the TR blurs the lines of typical XC bike performance.

We built this bike to endure. Whether you're contending for podiums week in, week out or ticking off a bucket list goal, the Blur is the bike to get you there fast. Like all Santa Cruz bikes, the Blur comes with a lifetime frame and pivot bearing warranty, and benefits from years developing our carbon technology and production capabilities.

BLUR



Blur CC X01 Reserve - Gloss Carbon



Blur C S TR - Gloss Aqua

GEOMETRY	S (non-TR / TR)	M (non-TR / TR)	L (non-TR / TR)	XL (non-TR / TR)
A Reach	420mm / 415mm	440mm / 435mm	460mm / 455mm	490mm / 485mm
B Stack	579mm / 582mm	588mm / 592mm	598mm / 601mm	612mm / 615mm
C Head Tube Angle	69° / 68.5°	69° / 68.5°	69° / 68.5°	69° / 68.5°
D Seat Tube Length	405mm / 405mm	430mm / 430mm	470mm / 470mm	520mm / 520mm
E Front Center	681mm / 684mm	704mm / 708mm	728mm / 731mm	763mm / 767mm
F BB Height	328mm / 332mm	328mm / 332mm	328mm / 332mm	328mm / 331mm
G BB Drop	42mm / 38mm	42mm / 39mm	42mm / 39mm	42mm / 39mm
H Wheelbase	1113mm / 1116mm	1136mm / 1140mm	1160mm / 1164mm	1195mm / 1199mm
I Chainstay Length	432mm / 432mm	432mm / 432mm	432mm / 432mm	432mm / 432mm
J Head Tube Length	90mm / 90mm	100mm / 100mm	110mm / 110mm	125mm / 125mm
K Top Tube Length	575mm / 576mm	597mm / 599mm	621mm / 623mm	656mm / 658mm
L Seat Tube Angle	74° / 73.5°	74° / 73.5°	74° / 73.5°	74° / 73.5°
M Standover	722mm / 724mm	722mm / 724mm	723mm / 725mm	730mm / 732mm

- FEATURES
- 29-inch wheels
 - 100mm VPP® rear travel, 100 or 110mm travel fork
 - Available in CC and C carbon
 - Santa Cruz Reserve 25 carbon wheel option
 - Dual remote lockouts on most builds (not on TR builds)
 - Internal dropper compatibility, internal cables, threaded

- bottom bracket, two bottle cage mounts
 - Made for: Battery acid thighs and blood-in-throat XC and endurance racing efforts
 - At home on: Wide open, fast, and technical cross country
 - Sizes: S, M, L, XL
 - More [Blur assets here](#)



CHAMELEON

The Chameleon, one of our longest tenured models, has ascended the evolutionary ladder and is now a fully-imagined carbon fiber sub-species. It's Darwinism in action. The result is a pair of Chameleon who share the same genes but differ in their construction - aluminum and carbon.

We took the fun-loving, shreddy spirit and adjustability of the beloved aluminum Chameleon and added a lighter, faster, more advanced version of the species. It's a do-it-all hardtail that is as happy making the most of backyard

booter (mis)adventures as it is fully-loaded with camp gear and a color-matched dangle mug.

Two bottle cage mounts, including a triple-bolt cargo cage mount under the downtube mean you can escape from the crowds, too.

The Chameleon changes to suit its environment. Twenty-niner or 27-plus, geared or single-speed, this adaptable hardtail utilizes a suite of simple, swappable dropouts to convert it from aggro trail charger to single-speed racer

to husky bikepacking mule, or anything in between.

Depending on setup and skill level, the Chameleon is capable on a wide range of terrain—aggressive trail riding to jump lines to all-around use. Going for maximum speed and rollability? Go 29er. Riding mostly loose terrain? Get some Plus tires that provide traction for days.

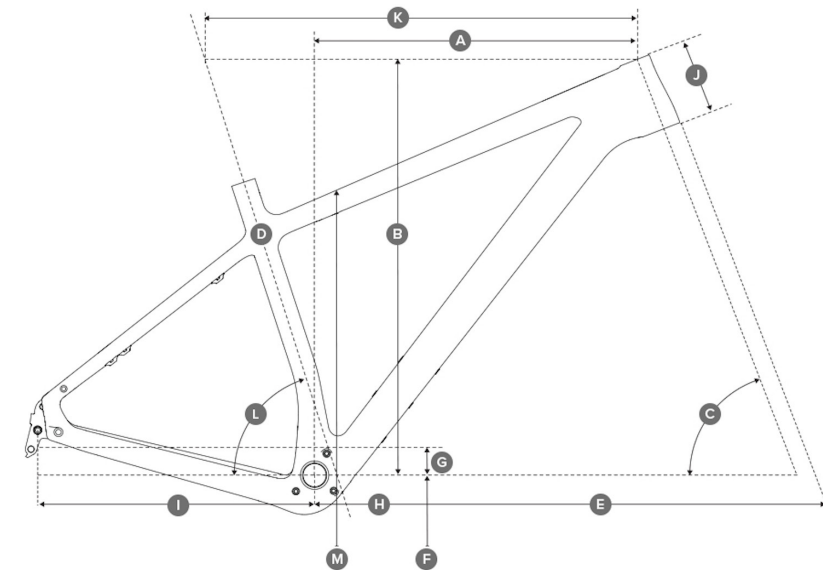
The most versatile bike in our range now ticks even more boxes.

CHAMELEON

Carbon



Chameleon C R 27+ - Bronze



GEOMETRY

	S (29 / 27.5+)	M (29 / 27.5+)	L (29 / 27.5+)	XL (29 / 27.5+)
A Reach	412mm	437mm	457mm	487mm
B Stack	613mm	618mm	627mm	636mm
C Head Tube Angle	67.3°	67.3°	67.3°	67.3°
D Seat Tube Length	390mm	420mm	450mm	490mm
E Front Center	703mm	730mm	754mm	787mm
F BB Height	315mm	315mm	315mm	315mm
G BB Drop	55 / 47mm	55 / 47mm	55 / 47mm	55 / 47mm
H Wheelbase	1112 / 1117mm	1139 / 1144mm	1163 / 1168mm	1197 / 1201mm
I Chainstay Length	415-430	415-430	415-430	415-430
J Head Tube Length	95mm	100mm	110mm	120mm
K Top Tube Length	601 / 596mm	628 / 623mm	651 / 646mm	694 / 684mm
L Seat Tube Angle	72.8°	72.8°	72.8°	72.8°
M Standover	691mm	708mm	730mm	748mm

FEATURES

- 130mm fork on 27.5+; 120mm fork on 29er builds
- Convertible between 29 or 27.5+ wheels
- Geared and singlespeed swappable dropouts
- Made for: Backyard trail thrashing and backcountry soul-searching
- At home on: cross country to flow-style trails
- Sizes: S, M, L, XL
- More [Chameleon assets here](#)



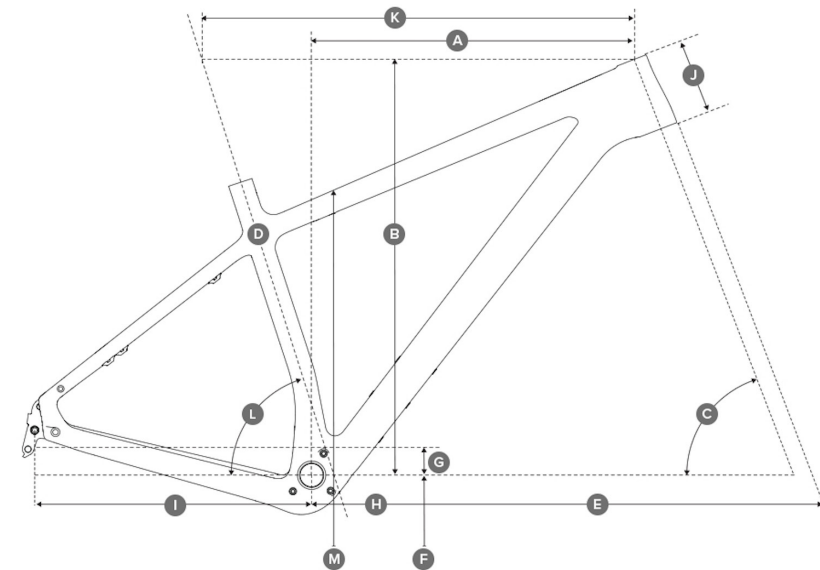
Chameleon C R 29 - Gloss Carbon

CHAMELEON

Aluminum



Chameleon AL D 29 - Fog



Chameleon AL D 27+ - Raspberry Sorbet

GEOMETRY	S (29 / 27.5+)	M (29 / 27.5+)	L (29 / 27.5+)	XL (29 / 27.5+)
A Reach	412 / 411mm	437 / 436mm	457 / 456mm	487 / 486mm
B Stack	617 / 618mm	617 / 618mm	627 / 628mm	626 / 637mm
C Head Tube Angle	67.3 / 67.1°	67.3 / 67.1°	67.3 / 67.1°	67.3 / 67.1°
D Seat Tube Length	72.8 / 73°	420mm	450mm	490mm
E Front Center	703 / 707mm	728 / 732mm	748 / 756mm	782 / 790mm
F BB Height	315 / 314mm	315 / 314mm	315 / 314mm	315 / 314mm
G BB Drop	55 / 47mm	55 / 47mm	55 / 47mm	55 / 47mm
H Wheelbase	1115 / 1119mm	1140 / 1144mm	1160 / 1167mm	1194 / 1201mm
I Chainstay Length	415-430mm	415-430mm	415-430mm	415-430mm
J Head Tube Length	100mm	100mm	110mm	120mm
K Top Tube Length	601 / 598mm	626 / 623mm	649 / 647mm	682 / 680mm
L Seat Tube Angle	72.8 / 73°	72.8 / 73°	72.8 / 73°	72.8 / 73°
M Standover	689 / 686mm	696 / 702mm	721 / 719mm	740 / 738mm

FEATURES

- 130mm fork on 27.5+; 120mm fork on 29er builds
- Convertible between 29 or 27.5+ wheels
- Geared and singlespeed swappable dropouts
- Made for: Backyard trail thrashing and backcountry soul-searching
- At home on: cross country to flow-style trails
- Sizes: S, M, L, XL
- More [Chameleon assets here](#)



HIGHBALL

The Highball is our flagship carbon hardtail race thoroughbred, and a dark horse in XC versatility. More capable than a pure endurance bike, more comfortable than an XC race-rig, we put a lot of work into this bike to make the frame lighter and ride smoother. It isn't just another stripped back, anemic, cross-country hardtail that's uncomfortable and uneasy at speed. The Highball has evolved to become easier to ride harder for longer.

The Highball's stats on paper tell only half the story. We leveraged our in-house R&D lab to engineer more

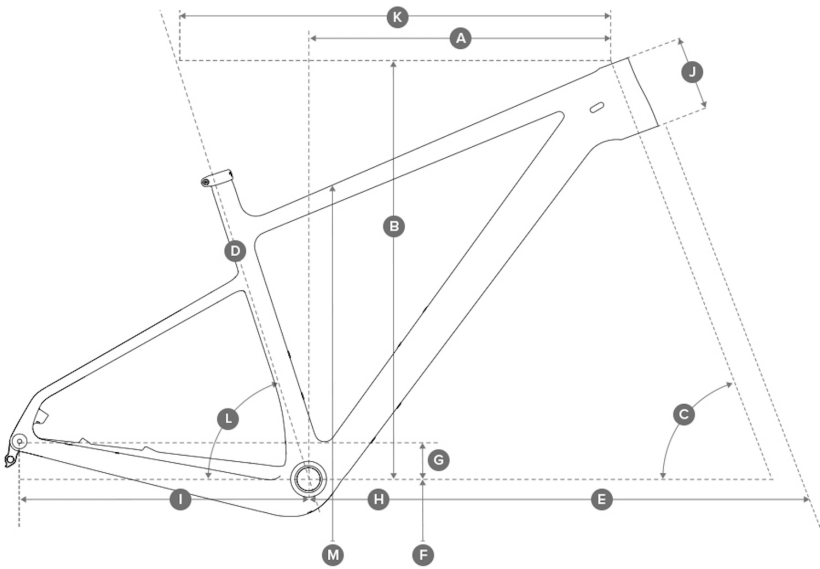
vertical compliance in the Highball's rear end than any previous Santa Cruz hardtail. We didn't just tune the carbon layup process, but refined the architecture of the frame by experimenting with tube profiles, shapes, and structures. We found that lowering the angle of the seatstays, offsetting them to the top tube, and forgoing a bridge allowed more vertical flex. It seems straightforward but we had to balance it with enough torsional stiffness to perform when under power. And the result is a bike that likes to gallop and sprint but is still a joy to ride.

The Highball isn't just for flat out assaults on race courses and personal records. Sure, it's got the mindset to be used as a race-ready setup (the frame's a half-pound lighter than the previous Highball), but we gave it the capacity for up to three bottle cages, kept the ever-reliable threaded BB as standard, hid the cables internally and, of course, offer the legendary lifetime warranty that comes as standard with all Santa Cruz bikes. It's the kind of bike that'll go far in life. Wide open, dawn to dusk, wherever you ride it.

HIGHBALL



Highball CC X01 Reserve - Ember



Highball C S - Ember

GEOMETRY	S	M	L	XL
A Reach	405mm	430mm	450mm	480mm
B Stack	596mm	606mm	615mm	634mm
C Head Tube Angle	69.5°	69.5°	69.5°	69.5°
D Seat Tube Length	405mm	430mm	470mm	530mm
E Front Center	662mm	690mm	714mm	751mm
F BB Height	314mm	314mm	314mm	314mm
G BB Drop	56mm	56mm	56mm	56mm
H Wheelbase	1088mm	1116mm	1140mm	1177mm
I Chainstay Length	426mm	426mm	426mm	426mm
J Head Tube Length	90mm	100mm	110mm	130mm
K Top Tube Length	587mm	615mm	638mm	674mm
L Seat Tube Angle	73°	73°	73°	73°
M Standover	708mm	715mm	740mm	756mm

FEATURES

- 29-inch wheels
 - 100mm fork
 - Available in CC and C Carbon
 - Santa Cruz Reserve 25 carbon wheel option
 - 69.5-degree head tube angle
 - Three bottle cage mounts
- Internal cables, dropper compatibility, threaded BB
 - Made for: XC racing, smooth trail riding, and horizon hunting journeys
 - At home on: cross country to flow-style trails
 - Sizes: S, M, L, XL
 - More [Highball assets here](#)



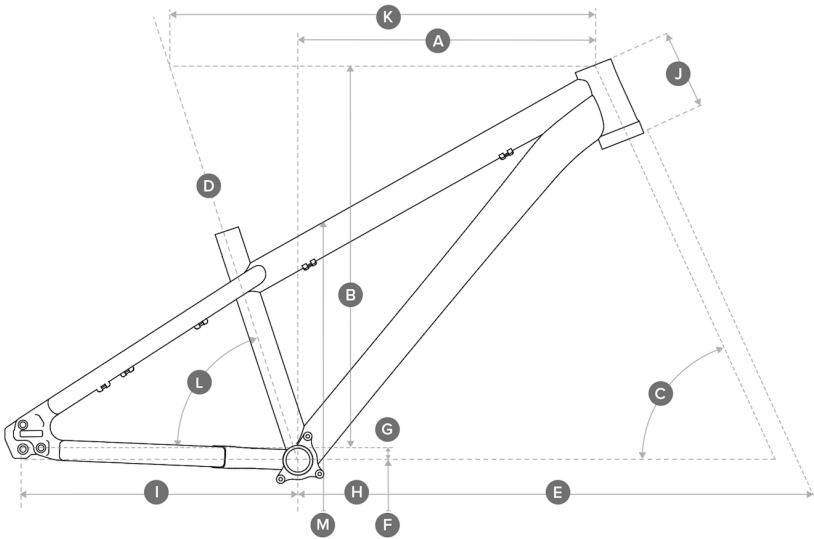
JACKAL

The Jackal is a no BS dirt jump, pump track, and urban assault weapon bike. We sell it frame-only and it's #26forlife. Overbuilt to last forever, these frames will take more abuse than you can dish out, yet still weigh in at under 5lbs.

The clever asymmetrical yoke permits rock solid and super short 15.2-inch chainstays. And for those who want to take their anarchy further afield, the unique sliding rear dropouts allow for a geared as well as single speed set-up.



Jackal Frame - Gloss Green



GEOMETRY	S	M
A Reach	392mm	417mm
B Stack	563mm	563mm
C Head Tube Angle	68.7°	68.7°
D Seat Tube Length	340mm	340mm
E Front Center	646mm	672mm
F BB Height	324mm	324mm
G BB Drop	16mm	16mm
H Wheelbase	1033-1053mm	1059-1079mm
I Chainstay Length	387-407mm	387-407mm
J Head Tube Length	115mm	115mm
K Top Tube Length	572mm	596mm
L Seat Tube Angle	73°	73°
M Standover	630mm	627mm

FEATURES

- Hardtail built for 100-140mm fork
 - 26-inch wheels
 - Available in aluminum only
 - Frame-only: parts bin or show ‘n’ shine
 - Lifetime frame warranty
 - Made for: flying, jumping, and pumping
- At home on: dirt jumps, pump tracks, and urban riding
 - Sizes: M, L
 - More [Jackal assets here](#)



STIGMATA

When the Stigmata was resurrected in 2015, we fused a number of MTB standards and design features to create our spin on the modern CX bike. Nowadays, the internally routed disc brakes, generous tire clearance and thru-axles approach that made the Stigmata famous have become more of a norm for the gravel curious and free-roading crowd, so we took a fresh look at which standards the riders of tomorrow wanted access to today.

Threaded bottom brackets remain a perennial

favourite across our entire line. Its got your ass covered with neat, hidden fender mounts, and three water bottle mounts highlight the Stigmata's ever-widening scope of purpose.

Deeper adventures, bigger tires perhaps? The frame now clears up to a 45mm 700c or a 2.1" 650b tire. Marry the latter to our Force/X01 AXS mashup kit and you've got yourself the kind of drop-bar singletrack rallycat we can all get onboard with.

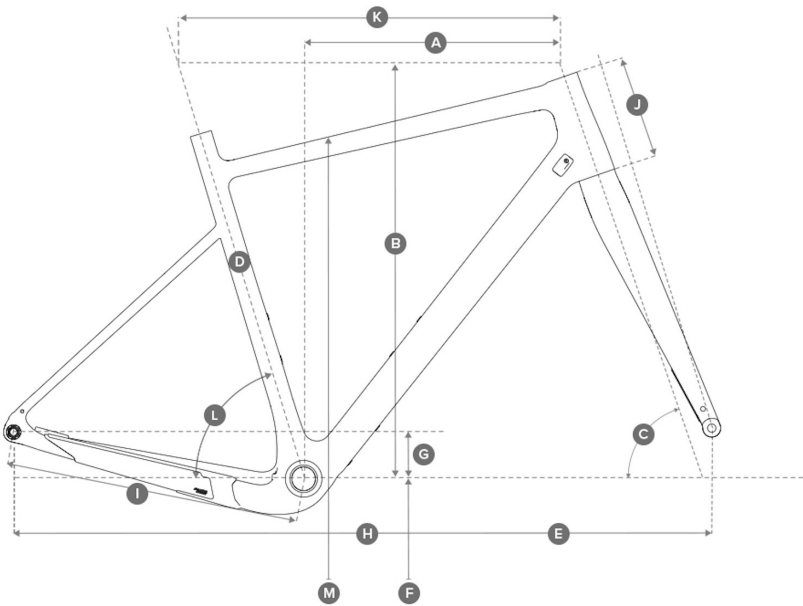
And when it comes to good old-fashioned off-road etiquette, the Stigmata's had some coaching at the Highball school of stiffness, handling, and offroad feel. The carbon layup and frame design produces a ride so law-abiding you'd think HR had sent it on a compliance training course.

Geometry plays a big part here too, so we've made tweaks to improve handling for smaller riders and reduce toe overlap. The reworking of the 52/54cm frames means the Stigmata now comfortably suits

riders from 5'3" and up. Meanwhile different fork offsets—50mm for the 52-54cm sizes, and 45mm for the 56-61cm sizes—help ensure your little piggies don't go to market on the front wheel.

Topped off with tidy details like 12mm front axle, flat mount brakes and build-specific Reserve wheel packages, the Stigmata is designed to let you decide whatever the heck you want this category to be.

STIGMATA



Stigmata CC Force 650b Reserve - Moonstone Blue

GEOMETRY	52	54	56	58	60
A Reach	372mm	380mm	388mm	392mm	405mm
B Stack	555mm	576mm	596mm	609mm	628mm
C Head Tube Angle	71°	71.5°	72°	72°	72°
D Seat Tube Length	495mm	520mm	545mm	565mm	590mm
E Front Center	595mm	600mm	610mm	618mm	637mm
F BB Height- 700c x 40	280mm	282mm	282mm	284mm	284mm
F BB Height- 650b x 2.0	277mm	279mm	279mm	281mm	281mm
G BB Drop	74mm	72mm	72mm	70mm	70mm
H Wheelbase	1009mm	1015mm	1025mm	1034mm	1053mm
I Chainstay Length	425mm	425mm	425mm	425mm	425mm
J Head Tube Length	130mm	150mm	170mm	185mm	205mm
K Top Tube Length	526mm	545mm	565mm	572mm	591mm
L Seat Tube Angle	74.5°	74°	73.5°	73.5°	73.5°
M Standover	754mm	776mm	797mm	816mm	834mm

FEATURES

- 700c x 45mm / 650b x 2.1" tire clearance
 - 68mm threaded bottom bracket
 - Available in CC Carbon
 - Carbon fork with size specific offset
 - 27.2 seat post with stealth routing
 - Fender mounts
- Santa Cruz Reserve carbon wheel upgrade option
 - Lifetime frame and fork warranty
 - Made for: Gravel, any type of road, and cyclocross
 - At home on: Tarmac to Singletrack
 - Sizes: 52,54,56,58,60cm
 - More [Stigmata assets here](#)

Stigmata CC Force 2x 700c Reserve - Midnight Green

JULIANA BICYCLES

Dealer Book

 **2021**

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A BIKE THAT FITS

Women’s specific? Let’s be specific.

There have been bicycles designed specifically for women for more than a century now. The basic step-through bicycle—what’s often called a “girl’s bike”—was born in the 1880s and immediately made riding, and catching air in a hoop skirt, a whole lot easier. Yeah girl, get after it.

Fast forward a century or so and a new “women’s specific” bike geometry arose. It was based on the theory that women have (proportionally) shorter torsos and longer legs than men. And it led many bike companies down the path of creating women’s mountain bikes with a shorter reach and a taller front end.

This approach, which creates a more upright riding position, was also said to help inexperienced or timid riders feel more comfortable. Sure, it might feel good when you first sit on it and take a quick pedal around the bike shop, but when it comes to mountain biking and control on the trail at speed, an overly upright riding position is not optimal for good handling and stability. And last time we checked, there are plenty of women out there who aren’t timid when it comes to mountain biking.

Still, some people (male or female) may prefer that kind of geometry, but there is nothing that proves it to be a good fit for women in particular.

Women want a bike that doesn’t let theory compromise real-world handling. They want a bike that’s been refined to have the most appropriate reach, height, and overall geometry for the terrain they’re riding. And that’s what Juliana has offered from the very beginning.

But, wait a minute, women are different from men!

Yes. On average, women are shorter and weigh less than men - about 5 inches shorter and 30 pounds less, according to the CDC*. And this is corroborated by our own studies**, which suggest the average female rider demoing a Juliana is around 32lbs lighter than male riders of similar height.

So what does this mean for Juliana bicycle design? It simply means our bikes need to:

- Accommodate the broadest range of rider heights and keep standover heights minimal across all sizes
- Offer suspension tuned for a typically lighter rider than a “normal” mountain bike would
- Offer build kits that have been used and approved by women

We know it sounds awfully simple, but the truth often is.

* CDC: Anthropometric Reference Data for Children and Adults: United States, 2007-2010, tables 4, 6, 10, 12, 19, 20

** Sample area: USA (multiple states). Sample period: 15 months 2/15 - 5/16. Sample size: 3074 riders (438 women, 2636 men)



A BIKE THAT PERFORMS

Getting in Tune With Our Riders

It doesn't matter how well designed your frame is or how many fancy knobs and levers you can click on your shock—if the internal parts of your suspension aren't properly tuned for you, you'll never get the most from your ride.

At Juliana, we like to get a bit rowdy on technical trails—it's all part of the fun! But it should happen in a manner that's balanced and controlled, which only happens when the suspension is right for you. However, mountain bike suspension is historically tuned with male riders in mind, simply because they represent a larger portion of the market. In the United States, the mean-average dude weight is a solid 30 pounds more than that of the average American woman*. This fact is corroborated by our own studies** and is true (to varying degrees) throughout the world.

If a stock shock is tuned to work best for the average dude, it will not perform optimally for the average woman.

So what are we doing about it?

Juliana staff work closely with Santa Cruz engineers, and the technicians at Fox and RockShox, to develop custom tunes that bring out the best in each of our models.

We then test those products amongst a diverse group of women to ensure theory meets reality. We're looking for a tune that delivers the best balance of traction and control in the widest variety of situations, and the result is what makes Juliana different.

The Joplin, for example, features all the same great engineering and geometry traits as the Santa Cruz Tallboy, however it offers the typically lighter Juliana rider a plush and smooth feel throughout the travel, thanks to its custom 'light' tune.

And That's Not All

Juliana's component selection refines your ride even further. We know people like to customize their bikes to suit their individual needs, but our aim is to deliver a product you can ride straight out of the shop with no messin' around.

From shock tune to saddles to grips, our crew of dedicated female product testers have pored over all the subtle details a modern female mountain biker wants. We don't shout about these details all over the bike itself because we don't feel we need to. Our founder is one of the fiercest riders of all time—her name on the downtube says it all.

* CDC: Anthropometric Reference Data for Children and Adults: United States, 2007-2010, tables 4, 6, 10, 12, 19, 20

** Sample area: USA (multiple states). Sample period: 15 months 2/15 - 5/16. Sample size: 3074 riders (438 women, 2636 men)



A BIKE THAT INSPIRES

Juliana is as much about creating a share of voice for women in mountain biking as it is about creating the products themselves.

No matter how much thought goes into our bicycles, it's the people who ride them that bring them to life. And because Juliana is a stand-alone brand, we enjoy the luxury of uninterrupted focus on these women. From guides to adventurers, pro racers to passionate enthusiasts, we support as many inspirational women as possible and share their stories with others who share the same drive for mountain biking.

Ride Outs

Ride Outs are one-day events that bring the local female riding community together through yoga, apres with Juliana pros, and (of course) a group ride. Each event is based out of one of our Juliana retailers from core communities across North America, and demo bikes are available. Watch our Instagram account @julianabicycles for announcements.!

Juliana-SRAM Pro Team and Free Agents

The Juliana SRAM Pro Team and our crew of Free Agents are professional level athletes that are involved in all facets of racing. Each one of them races for more than just results though, as they're all deeply involved with mentoring the next generation of female racers. Find out more by following these athletes on the Juliana blog and on the @julianabicycles Instagram channel.

Juliana Ambassadors

Our ambassadors come from all walks of life—from heads of non-profit organizations to mountain bike guides, these women have made mountain biking a key part of their lives, and actively bring their riding community together to share in their passion. Get to know them at julianabicycles.com/ambassadors.



A BIKE FOR LIFE

Every Juliana Bicycle is designed and tested in California, and specially built-to-order for our select network of dealers. Our philosophy is to create a bike capable of running like new – indefinitely, and with as little hassle and expense as possible.

We support that claim by offering a lifetime of back-up and customer support for every frame we make.

Lifetime Frame Warranty

Not only are our frames guaranteed for life, they carry our “No-Fault” replacement warranty too. This means that in the event of a crash, or any other unfortunate non-warranty situation, we make replacement frame parts available to the original owner at minimal cost.

Lifetime Bearing Replacement Program

We carry replacement bearings for all our models, so that your Juliana can continue to perform like new year after year. It’s pretty similar to how premium watch companies operate, except that we do it for free.!

*Available to original registered owner only. If you already own a Juliana but haven’t yet registered it, please [register at julianabicycles.com](https://julianabicycles.com/register).

Customer Support

We offer comprehensive technical and customer support to all Juliana owners.

For help and advice on servicing your bike, please check out the [tech section at julianabicycles.com](https://julianabicycles.com/tech). If that doesn’t solve it, please drop a note to tech@julianabicycles.com.

For all other inquiries, please call us at +1 (831) 471-2547 or email us at info@julianabicycles.com and we’ll get back to you as soon as we can.



ROUBION

Ready to rally the world, the Roubion was born from our racers' love of events like the Trans-Provence, and named after one of Anka Martin's favorite stages of that race.

With 150mm VPP travel, and stable geometry built around a 65° head tube angle, this is the bike for facing the unknown in demanding terrain.

Radically redesigned into a lower-link mounted shock configuration, the Roubion has taken notes from the Strega's spell-book. The resulting suspension

performance allows you to push harder and charge towards things you used to think were a big deal.

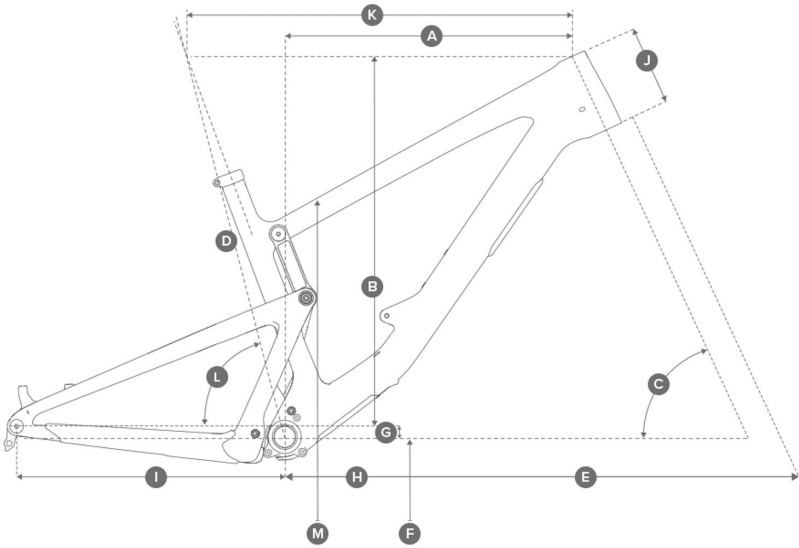
The beauty of VPP suspension is that it requires no links in the rear triangle. This creates a one-piece unified carbon swingarm that's a piece of engineering art and the rock-solid reason why the Roubion tracks so well in rough conditions.

You could call the Roubion "all mountain" or "enduro". We just call it "capable of anything."

ROUBION



Roubion C XT - Maritime Grey



Roubion C S - Maritime Grey

GEOMETRY	XS (Low / High)	S (Low / High)	M (Low / High)
A Reach	385/389mm	415/419mm	435/439mm
B Stack	586/584mm	595/593mm	605/602mm
C Head Tube Angle	65.1/65.4°	65.1/65.4°	65.1/65.4°
D Seat Tube Length	370mm	380mm	405mm
E Front Center	703mm	737mm	761mm
F BB Height	340/344mm	340/344mm	340/344mm
G BB Drop	14/10mm	14/10mm	14/10mm
H Wheelbase	1134mm	1168mm	1191mm
I Chainstay Length	430mm	430mm	430mm
J Head Tube Length	100mm	110mm	120mm
K Top Tube Length	541mm	574mm	598mm
L Seat Tube Angle	75/75.3°	75/75.3°	75/75.3°
M Standover	692/697mm	700/704mm	717/721mm

FEATURES

- 150mm VPP® rear travel, 160mm fork
 - 27.5-inch wheels
 - Available in CC carbon, C carbon and aluminum
 - Santa Cruz Reserve carbon wheel upgrade option
 - Frame clearance for up to 2.8-inch tires
 - XS frame size available
 - Suspension tuned for lighter riders
- 200mm front, 180mm rear rotors for added stopping power
 - Lifetime frame and bearing warranty
 - Made for: Aggressive trail riding and enduring enormous Enduro courses
 - At home on: Rooty, rocky, technical terrain
 - Sizes: XS, S, M
 - More [Roubion assets here](#)



MAVERICK

You're not here to be whatever somebody else thinks you should be... and neither is the Maverick.

You're here to get down. You're here to go fast. Not fast for a girl. Just damn fast. So is the Maverick. Did someone say smile more? No problem. Tell 'em to look closer as you set your quads on fire churning up the last brutal climb that makes the downhill taste that much sweeter. When you live for that magical space between pleasure and pain, the Maverick is the bike that won't say no when you say yes.

With 145mm of supportive rear travel complimented by 150mm of front suspension and obstacle eating 29" wheels, this bike isn't measured by what it can do. It's measured by what's left to do.

The lower link VPP suspension soaks up big bumps with a pedal-efficient design that's easy to tune exactly how you want it. Whether you're hauling down root waterfalls, biting into big ledges, or soaking up the chatter, the Maverick isn't here to tell you how to ride -- she enables you to ride wherever you decide.

Want to change the geometry? The integrated flip chip means all you have to do is grab an Allen key and in under a minute you can slacken the headtube and drop the bottom bracket for an extra-planted feel no matter how steep the descent gets.

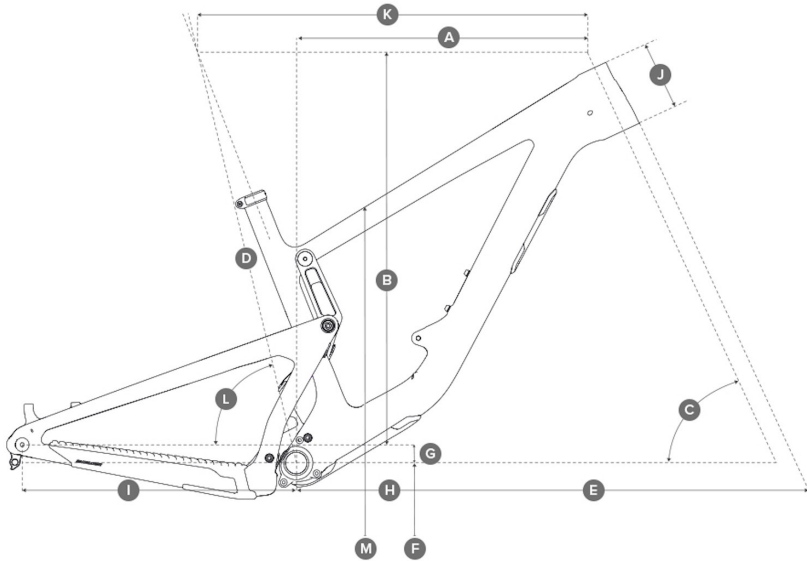
Every size frame fits a water bottle inside the front triangle. After all, some days are made for riding lean. Other days are made for dusk-to-dawn solo sojourns that require an extra bottle in addition to a rucksack.

It's time to escape the shoulda's and the coulda's. Write your own rules and explore trails until you run out of water or daylight (whichever comes last). The Maverick is just the pen.

MAVERICK



Maverick CC X01 Reserve - Commando Green



GEOMETRY	S (Low / High)	M (Low / High)	L (Low / High)
A Reach	425/428mm	450/453mm	470/473mm
B Stack	603/601mm	612/610mm	621/619mm
C Head Tube Angle	65.2/65.5°	65.2/65.5°	65.2/65.5°
D Seat Tube Length	380mm	405mm	430mm
E Front Center	745mm	774mm	798mm
F BB Height	340/344mm	340/344mm	340/344mm
G BB Drop	33/29mm	33/29mm	33/29mm
H Wheelbase	1179mm	1208mm	1232mm
I Chainstay Length	434mm	434mm	434mm
J Head Tube Length	90mm	100mm	110mm
K Top Tube Length	567mm	596mm	619mm
L Seat Tube Angle	76.7/77.1°	76.6/77°	76.5/76.8°
M Standover	699/704mm	713/718mm	713/717mm

FEATURES

- 145mm VPP® rear travel, 150mm fork
 - 29-inch wheels (27.5+ compatibility)
 - 65.2-degree head angle (adjustability with flip chip)
 - Available in CC and C carbon
 - Santa Cruz Reserve 30 carbon wheel option
- Made for: Exploring all the trails
 - At home on: Trails that straddle the line between XC and gravity
 - Sizes: S, M, L
 - More [Maverick assets here](#)



Maverick C S - Commando Green



FURTADO

Meet the one bike to rule them all. Meet the new Furtado.

The Furtado is more than a bike, it's your partner in grime. From winding singletrack to burly rock gardens, the unmatched maneuverability of the Furtado makes it the perfect dirt-ally for every escape.

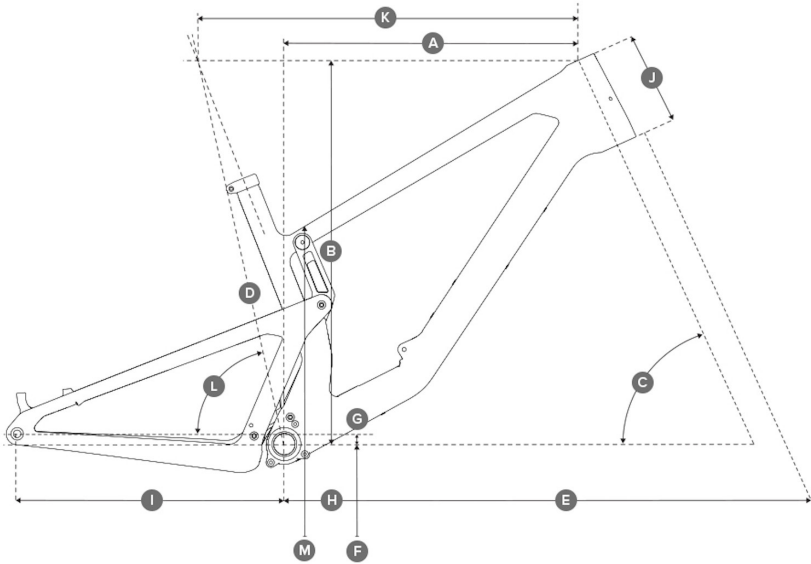
Re-designed for 2020, this year's Furtado bumps up the capability to the do-it-all (then do it again) frame. The 27.5" inch wheels fitted with grippy 2.4" tires turn loose lines into velcro, letting you weave through trails with the

confidence of a kid wearing a cape. The 130mm rear travel and 140mm front travel floats over chunky trails while the lower link suspension keeps the traction high, letting you push the pedals without worrying about slipping or sliding. Size-specific chainstay lengths coupled with a relaxed 65 degree headtube angle create a bike that twists and turns, letting you tackle the unknown with the confidence to commit. From the lighter-tuned rear suspension that ensures full-use of the travel to the nimble geometry and selection of build kits, the Furtado puts you in control.

Make every second carved from a busy day count. Snake through the tight switchback, then eye up the ledge that's had your number for far too long. The question was never if you'll clear it, but when. The Furtado's balanced design and controlled feel turns to-do lists into just-did-that lists, and questions of when into exclamations of let's do it again.



Furtado CC X01 Reserve - Spicy Redwood



GEOMETRY	XS (Low / High)	S (Low / High)	M (Low / High)
A Reach	397 / 400mm	422 / 425mm	447 / 450mm
B Stack	574 / 572mm	593 / 590mm	606 / 604mm
C Head Tube Angle	65.4 / 65.7°	65.4 / 65.7°	65.4 / 65.7°
D Seat Tube Length	370 / 370mm	380 / 380mm	405 / 405mm
E Front Center	699 / 699mm	733 / 733mm	764 / 764mm
F BB Height	334 / 338mm	334 / 338mm	334 / 338mm
G BB Drop	20 / 16mm	20 / 16mm	20 / 16mm
H Wheelbase	1123 / 1128mm	1156 / 1162mm	1191 / 1193mm
I Chainstay Length	424 / 423mm	424 / 423mm	427 / 426mm
J Head Tube Length	100 / 100mm	120 / 120mm	135 / 135mm
K Top Tube Length	524 / 524mm	556 / 555mm	587 / 585mm
L Seat Tube Angle	77.5 / 77.9°	77.2 / 77.6°	77 / 77.4°
M Standover	686 / 690mm	702 / 707mm	700 / 706mm

FEATURES

- 130mm VPP® rear travel
 - 27.5-inch wheels
 - Available in CC, C carbon and aluminum
 - Santa Cruz Reserve 30 option
 - Frame clearance for up to 2.8-inch tires
 - XS frame size available
 - Suspension tuned for lighter riders
- Lifetime frame and bearing warranty
 - Made for: All-around trail riding prowess
 - At home on: flowy to moderately-aggressive trails
 - Sizes: XS, S, M
 - More [Furtado assets here](#)



Furtado C S - Spicy Redwood



JOPLIN

The Joplin is a bit of an XC wild child, a light bike that's heavy on capability with a "let's go" attitude to any trail.

Let's go fast. Let's go far. Let's go until your legs are ready to give up, and then go some more. Let's make every second count. Let's carve rides out of busy days and put those lines on the map on your done list.

The Joplin's 29-inch wheels and lean frame float over washboard bumps with the same ease it devours jagged ledges. A geometry bred for long days in the saddle is

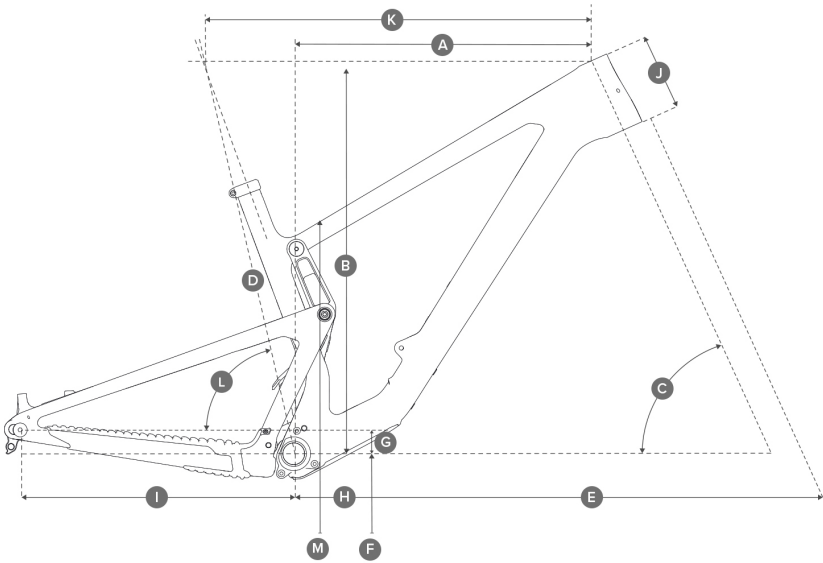
blended with 130mm of travel in the front and 120mm in the rear, creating a capable climber that doesn't flinch when roots get ragged and rocks start to roll. The lower link VPP suspension offers a responsive pedaling platform that's ready to get up and go the moment you are. Whether you're flossing rock gardens or making the rider in front of you your next hare, the Joplin is one rapid little trail fox that will take you farther than you thought you could and give you the confidence to go bigger than you thought you would.

With a size range that starts at XS, this bike brings big-wheel benefits to those of us in the fun-size category too. And yes, every size in the line fits a water bottle inside the main triangle because XS doesn't mean "do things by half". Tying up the package is a range of component builds that weave the line between fun and fast, creating a bike that's ready to race the distance or just race the clouds home.

So, what are you waiting for? Let's go!



Joplin CC X01 Reserve - Misty Blue



Joplin AL D - Misty Blue

GEOMETRY	XS (Low / High)	S (Low / High)	M (Low / High)
A Reach	398 / 400mm	423 / 425mm	448 / 450mm
B Stack	593mm	603 / 601mm	612 / 610mm
C Head Tube Angle	65.5 / 65.7°	65.5 / 65.7°	65.5 / 65.7°
D Seat Tube Length	370mm	380mm	405mm
E Front Center	698mm	727mm	757mm
F BB Height	332 / 335mm	332 / 335mm	332 / 335mm
G BB Drop	41 / 38mm	41 / 38mm	41 / 38mm
H Wheelbase	1128mm	1157mm	1187mm
I Chainstay Length	430 - 440mm	430 - 440mm	430 - 440mm
J Head Tube Length	90mm	100mm	110mm
K Top Tube Length	540mm	568mm	597mm
L Seat Tube Angle	76.5 / 76.7°	76.4 / 76.7°	76.3 / 76.6°
M Standover	678 / 681mm	692 / 696mm	704 / 708mm

FEATURES

- 120mm VPP® lower link rear travel, 130mm fork
 - 29-inch wheels
 - 65.5-degree head angle
 - Available in CC, C carbon, and Aluminum
 - Santa Cruz Reserve 27 carbon wheel option
 - Adjustable chainstay length (carbon frame only)
 - XS frame size available (carbon frame only)
- Suspension tuned for lighter riders
 - Lifetime frame and bearing warranty
 - Made for: Going far and going fast
 - At home on: Singletrack that's rocking and rolling
 - Sizes: XS, S, M
 - More [Joplin assets here](#)



QUINCY

The bike to get lost - and found - on.

Quincy is inspired by a place like no other. Nestled deep in the Sierra Mountains of Northern California is a small gold rush town where the avenues for adventure seem endless. Miles upon miles of dirt roads that lead to nowhere and everywhere. The kind of roads you want to get lost and found on. Where you don't quite know what kind of bike is best suited, and forces a constant re-think of your whole darn setup. This is Quincy terrain.

The full carbon frame and fork gives where you need it and takes a beating where you need it more. From tarmac to way-off-the-map, this is a robust bike that's comfortable on or off-road all day long.

Designed to adapt, Quincy builds are available in 700c or 650b wheel options with clearance to run wide tires on both (45mm and 2.1" respectively).

Cleverly routed hydraulic disc brakes ensure you're always in control, no matter how fast you're rolling in

any conditions. Meanwhile, mounts for fenders and three water-bottle cages complete the incredibly versatile, all-conditions package.

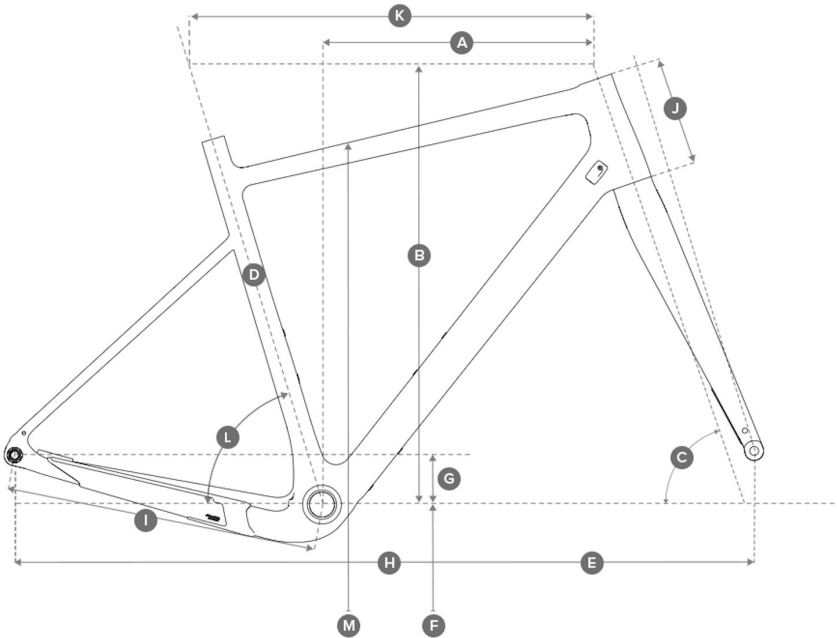
With a size range that fits rider heights from around 5'0 up to 5'9 and a geometry that perfectly balances confident handling with precision reactivity, this is a Juliana Bicycle through and through. And like all our bikes, Quincy is spec'd with kits we feel are best suited to potential owners. This includes the Ergon SR10 women's saddle and bar widths matched to

frame size for a tailored cockpit that gives Quincy that unique fit, look, and feel.

QUINCY



Quincy CC Rival - Gypsum



GEOMETRY	49	52	54
A Reach	365mm	372mm	380mm
B Stack	530mm	555mm	576mm
C Head Tube Angle	69.5°	71°	71.5°
D Seat Tube Length	470mm	495mm	520mm
E Front Center	594mm	595mm	600mm
F BB Height- 700c x 40	280mm	280mm	282mm
F BB Height- 650b x 2.0	277mm	277mm	279mm
G BB Drop	74mm	74mm	72mm
H Wheelbase	1006mm	1009mm	1015mm
I Chainstay Length	425mm	425mm	425mm
J Head Tube Length	110mm	130mm	150mm
K Top Tube Length	512mm	526mm	545mm
L Seat Tube Angle	74.5°	74.5°	74°
M Standover	730mm	754mm	776mm

FEATURES

- 700c x 45mm / 650b x 2.1" tire clearance
 - 49cm frame fits riders ~5'0" to ~5'2"
 - Bar widths sized appropriately - 38cm on size 49 and 40cm on 52 and 54
 - Ergon SR10 women's saddle
 - 27.2 seat post with stealth routing
 - 68mm threaded BB
- Three bottle cage mounts and fender mounts
 - Clamp-on FD mount
 - Santa Cruz Reserve carbon wheel upgrade option
 - Made for: Gravel, road, and cyclocross
 - At home on: gravel, alllllllll day long
 - Sizes: 49, 52, 54
 - More [Quincy assets here](#)



Quincy C GRX - Gypsum

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