



RITCHEY

2016



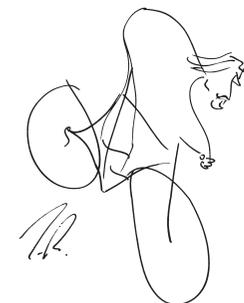
RITCHEY®

Tom Ritchey spent the past 40 years developing world-class bicycles and components—but he hasn't done it alone. He's had help from some of the fastest riders in the world.

In the beginning Tom relied on his own racing, but then in the in 1990's, he joined forces with World Cup mountain bike racing ace Thomas Frischknecht. When Frischi retired from racing with more World Cup medals to his name than some teams, we started working with a promising young racer named Nino Schurter, who's already racked up three World XC Championships, three-time UCI World Cup overall wins and two Olympic medals.

But we don't sponsor riders like Frischi and Nino because they win. We sponsor them because they make us work harder. They ride and race our new designs and provide honest feedback. When we miss the mark, they let us know and we go back to the drawing board. We keep doing this until Frischi and Nino tell Tom Ritchey that we got it right.

We love winning. But we love getting our designs right even more.



RITCHEY®

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NEW FOR 2016

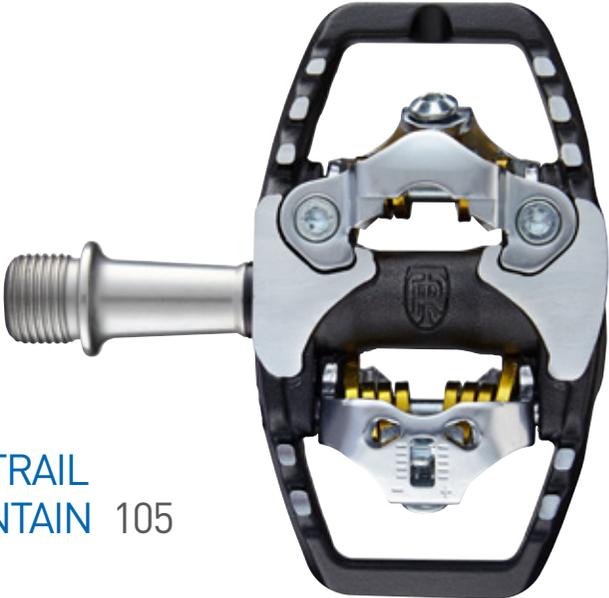
TIMBERWOLF 6



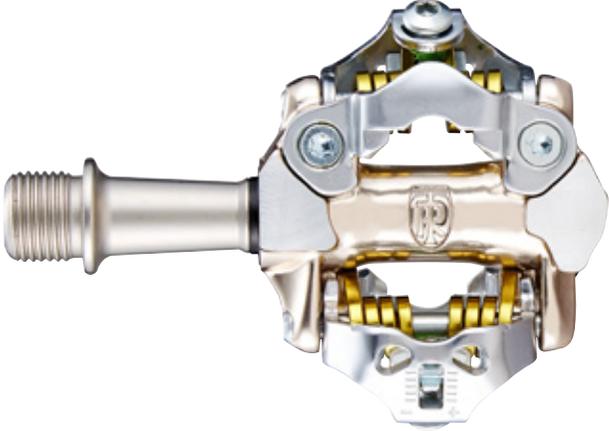
ASCENT AND BREAK-AWAY® ASCENT 7



WCS TRAIL MOUNTAIN 105



WCS XC MOUNTAIN 104



NEW FOR 2016

APEX 38MM DISC AND RIM
BRAKE CLINCHER WHEELS 25



BARKEEPER LEVER 110



TRAIL BITE AND DRIVE TIRES 34



TIMBERWOLF™

NEW FOR 2016

Few can claim to have played a bigger hand in the evolution of the mountain bike than Tom Ritchey. And he's still at it.

The original Timberwolf debuted in 1984 as Tom's answer to the growing demand for a mountain bike that could handle more of anything. Reborn 30 years later, the Timberwolf is a hardtail incarnation of an all-mountain trail bike that can shred anything you throw at it. Designed around 650b wheels, the Timberwolf is agile and fluid whether bushwacking the mountainside or carving single track. It's the bike we can't stop riding.

- Optimized for 140mm travel fork
- Forged and machined tapered head tube—lighter than standard integrated designs
- Trail specific geometry to handle a more aggressive terrain and riding
- Rear dropout convertible between 142x12 and Standard QR versions (ships with 142x12 + axle)
- 30.9 seat tube with internal dropper post routing
- Fits tires up to 2.4"

FRAME SIZE	S (15")	M (17")	L (19")
TOP TUBE (EFFECTIVE)	570MM	585MM	610MM
TOP TUBE (ACTUAL)	551MM	558MM	580MM
SEAT TUBE (C-T)	375MM	425MM	480MM
SEAT TUBE ANGLE	72°	71.5°	71.5°
HEAD TUBE ANGLE	67°	67°	67°
BB DROP	40MM	40MM	40MM
CHAINSTAY	432MM	432MM	432MM
WHEELBASE	1087MM	1098MM	1124MM
HEAD TUBE LENGTH	100MM	115MM	130MM
STACK	578MM	592MM	605MM
REACH	381MM	386MM	406MM
STANDOVER	735MM	771MM	807MM
AXLE TO CROWN	496MM	496MM	496MM
FORK RAKE	44MM	44MM	44MM
POST DIAMETER	30.9MM	30.9MM	30.9MM

FRONT DERAILLEUR CLAMP: 34.9MM / REQUIRES HEADSET WCS 1 1/8" DROP IN UPPER AND 1 1/2" WCS DROP IN LOWER HEADSET ASSEMBLY



See enduro rider Marc Cerdan put the Timberwolf through its paces.

Ride to create. Create to ride.

RITCHEY®

6 | TIMBERWOLF

ASCENT™ AND BREAK-AWAY® ASCENT™

NEW FOR 2016

- Whether a daily commute or a trans-continental expedition, the Ascent is built for adventure. Capable of fitting 650b mountain tires, 700c road tires or anything in between, there is little this bike cannot do. Available in four sizes, the Ascent is perfectly paired with the Zeta II disc and a set of EvoMax bars for the most versatile, capable Ritchey ever.
- Designed as a do-it-all adventure bike with a full complement of mounts
- Ritchey forged and machined 1 1/8" integrated head tube
- Ritchey design CrMo fork with lowrider, rack and fender mounts
- Available in Break-Away version
- Fits tires up to 650x2.1" (mountain) or 700x 40c (cross)
- Headset included

FRAME SIZE	XS	S	M	L	XL
EFFECTIVE FRAME SIZE	15"	16.5"	17.5"	19.5"	21"
TOP TUBE (EFFECTIVE)	532MM	548MM	564MM	581MM	598MM
TOP TUBE (ACTUAL)	513MM	526MM	542MM	557MM	573MM
SEAT TUBE (C-T)	425MM	450MM	475MM	500MM	525MM
SEAT TUBE ANGLE	74°	73.5°	73.5°	73°	73°
HEAD TUBE ANGLE	70°	70°	70.5°	70.5°	71°
BB DROP	68MM	68MM	68MM	68MM	68MM
CHAINSTAY	445MM	445MM	445MM	445MM	445MM
WHEELBASE	1043MM	1055MM	1067MM	1080MM	1093MM
HEAD TUBE LENGTH	115MM	130MM	150MM	170MM	190MM
STACK	549MM	563MM	584MM	603MM	624MM
REACH	373MM	380MM	390MM	396MM	407MM
STANDOVER	734MM	754MM	776MM	798MM	821MM
AXLE TO CROWN	410MM	410MM	410MM	410MM	410MM
FORK RAKE	52MM	52MM	52MM	52MM	52MM
POST DIAMETER	27.2MM	27.2MM	27.2MM	27.2MM	27.2MM

FRONT DERAILLEUR CLAMP: 28.6MM



Photo by Brian Vernor

7 | ASCENT

Ride to create. Create to ride.



SWISS CROSS™ DISC



The Swiss Cross Disc blends our cyclocross racing heritage with up-to-date geometry and tubing, and as always, the sweet, perfectly balanced ride that Ritchey is known for.

- Handmade to Tom Ritchey's exacting standards
- Heat treated, triple-buttressed Ritchey Logic II™ CrMo steel tubing throughout
- Forged and machined head tube with integrated cups for use with drop-in headsets – lighter and stronger than a standard head tube
- Straight carbon steer tube with optimized layup for stiffness under braking forces without excessive harshness
- Ritchey WCS Carbon disc cross fork, painted to match
- Full length housing stops for use with cable or hydraulic brakes
- Front: 140/160mm rotor compatible; Rear: 160mm rotor compatibility
- Ritchey socket dropouts
- 135mm rear spacing
- Room for tires up to 38c tires
- WCS headset included
- Sizes 49, 51, 53, 55, 57 and 59cm

FRAME SIZE	49CM	51CM	53CM	55CM	57CM	59CM
TOP TUBE (EFFECTIVE)	515MM	527MM	540MM	555MM	568MM	580MM
TOP TUBE (ACTUAL)	503MM	513MM	527MM	540MM	553MM	564MM
SEAT TUBE (C-T)	460MM	475MM	495MM	515MM	535MM	555MM
SEAT TUBE ANGLE	74.5°	74.0°	74.0°	73.5°	73.5°	73.0°
HEAD TUBE ANGLE	71.0°	71.5°	71.5°	72.0°	72.0°	72.0°
BB DROP	63MM	63MM	63MM	63MM	63MM	63MM
CHAINSTAY	425MM	425MM	425MM	425MM	425MM	425MM
HEAD TUBE LENGTH	100MM	115MM	130MM	150MM	170MM	190MM
STACK	528MM	544MM	558MM	579MM	598MM	617MM
REACH	368MM	371MM	380MM	383MM	391MM	391MM
STANDOVER	756MM	771MM	787MM	807MM	826MM	845MM
AXLE TO CROWN	400MM	400MM	400MM	400MM	400MM	400MM
FORK RAKE	45MM	45MM	45MM	45MM	45MM	45MM
POST DIAMETER	27.2MM	27.2MM	27.2MM	27.2MM	27.2MM	27.2MM

FRONT DERAILLEUR CLAMP: 28.6MM





FRAME SIZE	49CM	51CM	53CM	55CM	57CM	59CM
TOP TUBE (EFFECTIVE)	515MM	527MM	540MM	555MM	568MM	580MM
TOP TUBE (ACTUAL)	503MM	513MM	527MM	540MM	553MM	564MM
SEAT TUBE (C-T)	460MM	475MM	495MM	515MM	535MM	555MM
SEAT TUBE ANGLE	74.5°	74.0°	74.0°	73.5°	73.5°	73.0°
HEAD TUBE ANGLE	71.0°	71.5°	71.5°	72.0°	72.0°	72.0°
BB DROP	63MM	63MM	63MM	63MM	63MM	63MM
CHAINSTAY	425MM	425MM	425MM	425MM	425MM	425MM
HEAD TUBE LENGTH	100MM	115MM	130MM	150MM	170MM	190MM
STACK	528MM	544MM	558MM	579MM	598MM	617MM
REACH	368M	371MM	380MM	383MM	391MM	391MM
STANDOVER	756MM	771MM	787MM	807MM	826MM	845MM
AXLE TO CROWN	400MM	400MM	400MM	400MM	400MM	400MM
FORK RAKE	45MM	45MM	45MM	45MM	45MM	45MM
POST DIAMETER	27.2MM	27.2MM	27.2MM	27.2MM	27.2MM	27.2MM

FRONT DERAILLEUR CLAMP: 28.6MM

Many Ritchey-sponsored mountain bike champions were also cyclocross champions—Thomas Frischknecht, Henrik Djernis and Don Myrah to name a few. And though they were paid to race Ritchey mountain bikes, they often wanted a Ritchey cyclocross bike to race in the winter.

This ultimately resulted in another iconic Ritchey model—the SwissCross.

We started with the same forged-and-machined integrated head tube design found on the P-29er—80 grams lighter than a standard 1-1/8" head tube and just as strong—a design which also provides much-needed shouldering room at the head tube.

Tubing is an all-new triple-buttressed, heat treated steel designed to Tom's specifications for a classically lightweight, compliant yet tough-as-nails frame. Geometry has been updated to reflect what cross riders want: race-ready handling and responsiveness that's still versatile enough to serve as a capable, all-around rough road/trail bike.

Tire clearance? Plenty. The SwissCross is designed with cross racing in mind, after all. But with two bottle cage mounts, the SwissCross is perfect for long mixed rides in the off-season as well.

- Weight: 2,350g including fork (55cm)
- Painted to match Ritchey WCS cross fork and WCS integrated headset included
- 130mm rear spacing
- Room for tires up to 38c tires
- Sizes: 49, 51, 53, 55, 57, 59cm





Tom Ritchey built his first road frame 40 years ago in his parent's garage, and went on to bring numerous innovations to the craft. The Road Logic carries many of the subtleties and details gleaned from Tom's vast experience with steel frames, destined to be a modern classic.

Tom designed an all-new, heat-treated and triple-buttet Ritchey Logic tubeset for the new Road Logic, featuring aggressively short-buttet sections optimized for TIG welding that save weight and improve ride quality. Ritchey's forged-and-machined integrated head tube uses standard drop-in bearings and saves 80 grams over a standard head tube design.

With room for larger road tires (up to 700x28c depending on make and model) and classic Ritchey geometry, the Road Logic is ideally suited for long, epic days in the saddle on roads that are not always paved, and still nimble and stiff enough to take the county line sprint at the end of the day.

- Sizes: 49, 51, 53, 55, 57, 59cm
- Weight: 1,769g + 345g fork (55cm)
- Painted to match Ritchey carbon fork and WCS integrated headset included

FRAME SIZE	49CM	51CM	53CM	55CM	57CM	59CM
TOP TUBE (EFFECTIVE)	518MM	532MM	545MM	560MM	575MM	590MM
TOP TUBE (ACTUAL)	510MM	524MM	537MM	548MM	563MM	578MM
SEAT TUBE (C-T)	465MM	485MM	515MM	525MM	545MM	565MM
SEAT TUBE ANGLE	75.0°	74.5°	74.0°	73.5°	73.5°	73.5°
HEAD TUBE ANGLE	72.0°	72.5°	73.0°	73.5°	73.5°	73.5°
BB DROP	72MM	72MM	72MM	70MM	70MM	70MM
CHAINSTAY	410MM	410MM	410MM	410MM	410MM	410MM
WHEELBASE	974MM	980MM	984MM	988MM	1003MM	1018MM
HEAD TUBE LENGTH	100MM	115MM	140MM	160MM	180MM	200MM
STACK	507MM	523MM	549MM	568MM	587MM	607MM
REACH	382MM	387MM	388MM	392MM	401MM	410MM
AXLE TO CROWN	368MM	368MM	368MM	368MM	368MM	368MM
FORK RAKE	45MM	45MM	45MM	43MM	43MM	43MM
POST DIAMETER	27.2MM	27.2MM	27.2MM	27.2MM	27.2MM	27.2MM

FRONT DERAILLEUR CLAMP: 28.6MM





CARBON BREAK-AWAY® ROAD FRAME



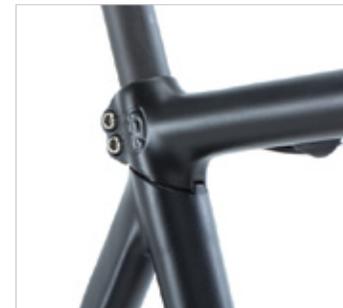
FRAME SIZE	XS	S	M	L	XL
EFFECTIVE FRAME SIZE	49.5CM	51.5CM	54CM	56.5CM	59CM
TOP TUBE (EFFECTIVE)	520MM	533MM	548MM	566MM	583MM
TOP TUBE (ACTUAL)	514MM	524MM	540MM	553MM	566MM
SEAT TUBE (C-T)	480MM	480MM	540MM	540MM	540MM
SEAT TUBE ANGLE	75.0°	75.0°	74.5°	73.5°	73.0°
HEAD TUBE ANGLE	72.0°	72.0°	73.5°	73.5°	73.5°
BB DROP	72MM	72MM	72MM	70MM	70MM
CHAINSTAY	410MM	410MM	415MM	415MM	415MM
HEAD TUBE LENGTH	100MM	120MM	150MM	170MM	190MM
STACK	509MM	528MM	563MM	580MM	599MM
REACH	384MM	391MM	391MM	394MM	400MM
STANDOVER	738MM	743MM	795MM	803MM	809MM
AXLE TO CROWN	370MM	370MM	370MM	370MM	370MM
FORK RAKE	45MM	45MM	43MM	43MM	43MM
POST DIAMETER	27.2MM	27.2MM	27.2MM	27.2MM	27.2MM

FRONT DERAILLEUR: BRAZE-ON

The patented Ritchey Break-Away® design has been heralded by mainstream cycling media as one of the most innovative bikes on the market today. This incredible blend of travel convenience and no-compromise performance is now available in a lightweight, stiff yet silky smooth full carbon version.

Carbon fiber bikes for travel? Yes. Ritchey has offered the Titanium Carbon Break-Away (with a full carbon rear triangle and fork) for years with no issues. Our carbon fiber designs are very strong—the force required to damage your Carbon Break-Away while packed in its case would have also damaged any frame of any material.

- Carbon tubes designed from the ground up with optimal stiffness, ride quality and durability in mind
- Tom Ritchey's "Right-Sized" carbon tubing specification balances stiffness and compliance for a sublime ride quality
- Classic Ritchey geometry
- Room for larger road tires (up to 700x28c depending on make and model)
- Ritchey WCS Carbon road fork and WCS headset included
- Ritchey Break-Away travel case and padding included
- Ritchey 4Nm Break-Away torque key included
- Sizes: XS-XL
- Weight: 1810g – (frame, fork, coupler – size L)





P-650B™



This is the second generation of a 650b mountain bike from Ritchey—Tom started to design his first in 1977. Even back then, Tom had a feeling that there was an advantage to the ‘middle’ wheel size, but it took the rest of the cycling world three decades to figure it out: a 650b (or 27.5 inch) wheel provides the bump-eating smoothness of a 29er, with the light, responsive feel of 26” wheels. Finally, the era of the 650b wheel is here.

The P-650b is a close relative to the P-29er. Up front there’s the forged-and-machined, gram-shaving integrated 1.5” tapered head tube featured on all new Ritchey frames. Forged socket dropouts and new chainstay-mounted rear disc brake mount save a few more grams.

And like every frame we make, geometry and tubing is carefully fine-tuned by Tom, to bring the legendary balanced, nimble Ritchey feel to 27.5 wheels.

- Ritchey forged-and-machined 1.5” tapered head tube
- Sizes: S (15”), M (17”), L (19”), XL (21”)
- Weight: 2,028g (L/19”)
- Fork: Designed for use with 100mm travel forks
- Clearance for up to 2.25” tires

FRAME SIZE	S (15”)	M (17”)	L (19”)	XL (21”)
TOP TUBE (EFFECTIVE)	580MM	595MM	615MM	635MM
TOP TUBE (ACTUAL)	560MM	572MM	590MM	612MM
SEAT TUBE (C-T)	381MM	431MM	483MM	533MM
SEAT TUBE ANGLE	73.5°	73.5°	73.0°	73.0°
HEAD TUBE ANGLE	69.5°	70.0°	70.0°	70.0°
BB DROP	50MM	50MM	50MM	50MM
CHAINSTAY	432MM	432MM	432MM	432MM
HEAD TUBE LENGTH	100MM	115MM	130MM	145MM
STACK	567MM	583MM	597MM	611MM
REACH	411MM	421MM	431MM	447MM
STANDOVER	719MM	756MM	792MM	826MM
AXLE TO CROWN	459MM	459MM	459MM	459MM
FORK RAKE	42MM	42MM	42MM	42MM
POST DIAMETER	27.2MM	27.2MM	27.2MM	27.2MM





The return of the legendary Ritchey Mountain Bike. Tom Ritchey applied decades of racing, designing and building steel mountain bikes into the P-29er.

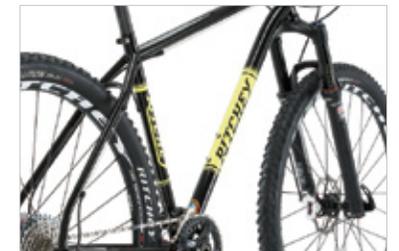
Like any Ritchey, this bike is born to go fast without sacrificing comfort or durability. Heat-treated, triple-buttressed Ritchey Logic II tubing in our own unique butting profiles results in a frame that balances rough trail compliance with sprint-winning stiffness.

The 29er-specific geometry was defined by the best way we know: countless hours of saddle time under Tom Ritchey, World Cup legend Thomas Frischknect and other racers. The result: nimble handling that captures the benefits of the big wheels, stable but not sluggish, equally at home on all-day epics or tight, technical singletrack race courses.

- Ritchey forged-and-machined 1.5" tapered head tube
- Sizes: S (15"), M (17"), L (19"), XL (21")
- Weight: 2,150g (Size: L/19")
- Fork: Designed for use with 100mm travel forks
- Clearance for up to 2.25" tires

FRAME SIZE	S (15")	M (17")	L (19")	XL (21")
TOP TUBE (EFFECTIVE)	580MM	595MM	615MM	635MM
TOP TUBE (ACTUAL)	562MM	571MM	590MM	611MM
SEAT TUBE (C-T)	380MM	431MM	483MM	533MM
SEAT TUBE ANGLE	73.0°	73.0°	73.0°	73.0°
HEAD TUBE ANGLE	69.5°	70.0°	70.0°	70.0°
BB DROP	60MM	60MM	60MM	60MM
CHAINSTAY	447MM	447MM	447MM	447MM
HEAD TUBE LENGTH	100MM	100MM	115MM	130MM
STACK	588MM	589MM	604MM	617MM
REACH	399MM	414MM	430MM	446MM
STANDOVER	764MM	785MM	817MM	835MM
AXLE TO CROWN	475MM	475MM	475MM	475MM
FORK RAKE	45MM	45MM	45MM	45MM
POST DIAMETER	27.2MM	27.2MM	27.2MM	27.2MM

FRONT DERAILLEUR CLAMP: 28.6MM / REQUIRES HEADSET WCS 1 1/8" DROP IN UPPER AND 1 1/2" WCS DROP IN LOWER HEADSET ASSEMBLY





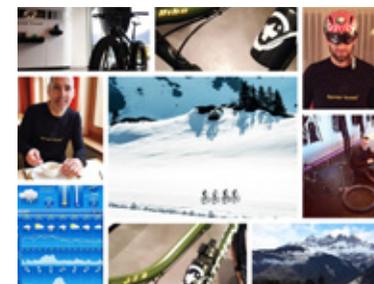


The original Ritchey Commando was designed to be a mountain bike with no limits—a machine to conquer cow trails and dry creek beds in the days before mountain bike trails. Now that adventurous spirit lives on in the Commando, with Tom’s four decades of framebuilding mastering bringing the light and nimble feel of a Ritchey to the world of Fat Bikes.

- Premium quality seamless, heat treated, triple-buttressed Ritchey Logic II tubing
- Forged and machined head tube – lighter and stronger than a standard 1-1/8” head tube
- Spacing: 135mm front; 170mm rear
- CrMo steel Ritchey Logic fork offers precise handling and superb compliance
- Rack mounts and additional bottle braze on’s included (not shown)
- Room for 26 x 3.8” tires
- Headset included
- Sizes: S (15”), M (17”), L (19”), XL (21”)

FRAME SIZE	S (15")	M (17")	L (19")	XL (21")
TOP TUBE (EFFECTIVE)	570MM	586MM	604MM	625MM
SEAT TUBE (C-T)	400MM	445MM	490MM	535MM
SEAT TUBE ANGLE	73.5°	73.0°	72.5°	72.0°
HEAD TUBE ANGLE	69.5°	70.0°	70.5°	70.5°
BB DROP	55MM	55MM	55MM	55MM
CHAINSTAY	463MM	463MM	463MM	463MM
WHEELBASE	1099MM	1106MM	1114MM	1130MM
HEAD TUBE LENGTH	100MM	115MM	130MM	150MM
STACK	557MM	574MM	590MM	609MM
REACH	404MM	410MM	417MM	427MM
STANDOVER	713MM	749MM	784MM	801MM
AXLE TO CROWN	447MM	447MM	447MM	447MM
FORK RAKE	45MM	45MM	45MM	45MM
POST DIAMETER	27.2MM	27.2MM	27.2MM	27.2MM

FRONT DERAILLEUR CLAMP: 28.6MM



Snow Epic »
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U.S. Fat Bike Nationals »
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RITCHEY WHEEL SYSTEMS : RIMS

Tom Ritchey has been building and designing high performance wheels since the very beginning—but his goal remains unchanged: a good wheel must be light, stiff, strong, and reliable, and to create such a wheel, each separate component needs to work together. This philosophy led Ritchey to design his own hubs and rims, which work together as a system.



WIDE

Road, mountain, cyclocross or trail—Ritchey rims are wider than most. This provides a better tire profile and a wider spoke stance for added stiffness.

CARBON RIM TECHNOLOGY

Ritchey works with one of the world's most advanced composites factories to produce some of the toughest and most well-engineered rims on the market. We work with experts in 3D carbon weaving, which is uncommon among composites factories and it results in an exceptional amount of control over the rim manufacturing process. Ritchey also employs some of the most exotic Japanese fibers available, with a pre-preg process is managed in-house using a variety of proprietary resin compounds, depending on the specific needs of that rim section. The manufacturing process ensures there is no bending of the carbon fiber when installed into a mold, which could otherwise cause potential failure points. Even the spoke hole drilling angle is controlled on both X and Y axis and is adjusted based on the hub to be used, which guarantees even stress management throughout the spoke system (we do this on our alloy wheels too).

ALLOY

Not all aluminum is the same. Ritchey alloy rims are designed in-house to accomplish proprietary shapes (including our OCR® designs) and are constructed with an exotic aerospace grade alloy that's exceedingly tough, allowing our designs to push the envelope of weight and wall thickness without compromising strength or durability. All rims extrusions are cut to single rim sections and hooped a single rim at a time, which is a slow process but it helps ensure rims tolerances are more tightly controlled. Each extrusion batch is analyzed to ensure compliance with the metallurgical specifications of the material before production commences.

NIPPLES

Ours are external. Wind tunnel testing has shown that this isn't a major factor in aerodynamics but it is a major factor in maintenance and repair.

OCR®

Off-Center Rim designs reduce spoke dish. Less dish means equal left-right spoke tension and that means a straighter, stiffer, stronger wheel.

RITCHEY WHEEL SYSTEMS : HUBS

PHANTOM FLANGE ROAD HUBS

Nearly 40 years ago, Jobst Brandt, mechanical engineer, wizard cyclist and author of the seminal wheelbuilding tome *The Bicycle Wheel*, theorized that best design for a wheel would involve J-bend spokes and a forged flange that cradles the spoke elbow and also staggers crossing spokes for the specific forces they deal with. Such a design was not possible due to limitations in manufacturing technology---until recently.

Our Phantom Flange hubs have the sleek look and aerodynamics of straight-pull spokes, but the superior stress management and serviceability of J-bend spokes. It results in a stronger, longer lasting and stiffer wheel.

- Superlight forged-and-machined design (70g front, 207g rear)
- Phantom Flange™ hidden J-bend design creates the sleek, aero profile and direct-drive efficiency of straight-pull spokes but still uses stronger, more reliable J-bend spokes
- Forged-in radius flange cradles the elbow of a J-bend spoke for superior stress management and support
- Premium quality bearings
- Patented 6 pawl, 12-point micro clutch engagement system
- Tool-free design allows for quick disassembly—great for packing Break-Away travel bikes or replacing spokes
- Staggered drive side flange increases spoke bracing angle and eliminates interference between crossing spokes, resulting in a stiffer, stronger wheel

DISC HUBS

Modeled after our state-of-the-art Phantom Flange hubs, our mountain hubs also feature forged flanges which offset the spoke heads for better alignment and tension management. Both road and mountain disc hubs are compatible with all current and upcoming thru-axle standards through an innovative insert system.



TESTING AND BUILD QUALITY

All Ritchey wheels are handbuilt to our exacting standards by master wheel technicians. Wheels undergo comprehensive inspections during assembly and are personally signed off by the technician with tolerances and spoke tensions documented on the hang tag. At no point during the assembly process do the wheels pass through a machine.

Once assembled, wheels are tested both during the development process and randomly throughout production by JOBST, our in-house wheel testing machine personally designed by Tom Ritchey. JOBST provides an accelerated simulation of the most abusive cycling scenarios to help us confirm that Ritchey wheel systems are up to rigors of World Cup racing.

20h front, 24h rear; Fully serviceable; Available for Shimano/SRAM and Campagnolo 10/11 speed; Ritchey forged skewers included

SUPERLOGIC ZETA

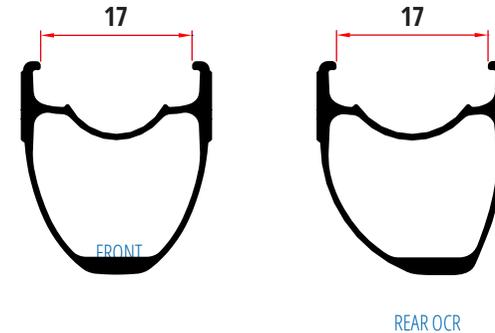
NEW FOR 2016



Our newest alloy road wheel features LogiCote.™

LogiCote is a unique electro-ceramic surface-hardening treatment applied to Ritchey SuperLogic rims which dramatically improves rim durability by virtually eliminating wear from braking. This micron-thin coat also helps improve braking performance in wet conditions. SuperLogic Zeta II wheels with LogiCote will stop better and last longer than standard aluminum rims.

- Best stiffness-to-weight wheel we offer
- LogiCote rim treatment improves braking performance and rim durability
- Tubeless ready design
- 20/24H with Phantom Flange hubs
- DT Aero Comp spokes + alloy nipples
- Ritchey forged quick releases included
- 1,391grams (593g front, 798g rear)



ZETA WHEELS	TYPE	RIMS	JOINT	HUBS	SPOKES	NIPPLES	BUILD	FREEHUB	FINISH	WEIGHT
 SUPERLOGIC	FRONT	SUPERLOGIC ZETA	WELDED	SUPERLOGIC PHANTOM FLANGE	DT AERO COMP	ALLOY	20 RADIAL		SATIN BLACK LOGICOTE	593G
	REAR	SUPERLOGIC ZETA OCR	WELDED	SUPERLOGIC PHANTOM FLANGE	DT AERO COMP	ALLOY	24 RADIAL/2X	ALLOY	SATIN BLACK LOGICOTE	798G

WCS ZETA / WCS ZETA DISC



The do-everything aluminum race wheel is wider, lighter and stiffer than ever—and now available in a disc brake version.

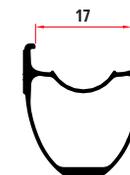
Tom Ritchey believes in high quality aluminum road wheels—they offer incredible performance and durability that’s hard to beat at any price. The critically acclaimed Zeta is completely redesigned to be wider, lighter and laterally stiffer, yet still tough enough to endure gravel road rides and cyclocross races that would chew lesser wheels to pieces. New dedicated disc brake version features new two-piece forged hubs and disc-only OCR rim extrusion.

WCS ZETA DISC

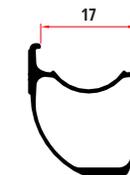
- Disc-specific Zeta OCR® rims are light, stiff, wide and tubeless
- Forged, machined and staggered hub flange increases spoke bracing angle, allowing for a lighter stronger wheel
- Centerlock compatible
- Compatibility:
Standard QR9, 12mm and 15mm thru-axles (front)
Standard QR10 or 142x12mm thru-axles (rear)
- Ritchey forged quick releases included
- 1,560 grams (735g front, 825g rear)



ZETA DISC OCR



ZETA FRONT



ZETA REAR OCR

ZETA WHEELS	TYPE	RIMS	JOINT	HUBS	SPOKES	NIPPLES	BUILD	FREEHUB	FINISH	WEIGHT
	FRONT	WCS ZETA TUBELESS	WELDED	WCS PHANTOM FLANGE	DT AERO COMP	BRASS	20 RADIAL	-	BB BLACK	625G
	REAR	WCS ZETA TUBELESS OCR	WELDED	WCS PHANTOM FLANGE	DT AERO COMP	BRASS	24 RADIAL/2X	ALLOY	BB BLACK	819G
	FRONT DISC	WCS ZETA DISC TUBELESS OCR	SLEEVED/BONDED	WCS DISC HUB	DT COMPETITION 2.0/1.8 DB	BRASS	24H/2X	-	BB BLACK	735G
	REAR DISC	WCS ZETA DISC TUBELESS OCR	SLEEVED/BONDED	WCS DISC HUB	DT COMPETITION 2.0/1.8 DB	BRASS	24H/2X	ALLOY	BB BLACK	825G

WCS APEX CARBON 38MM DISC BRAKE CLINCHERS

NEW FOR 2016



Disc brake goodness in a lighter, stiffer and faster package.

- 18.4mm wide internal rim profile for increased sidewall support when using larger tires
- Disc-specific rim design with Tubeless Ready internal profile
- Handbuilt with 2 x lacing for stiffness—24 spokes front and rear
- Superlight forged two-piece WCS disc hubs with offset flanges for increases spoke bracing angle
- Premium quality sealed bearings and patented 6 pawl, 12-point microclutch engagement system
- Load specific bearings: 28mm drive side, 24mm non-drive
- Available for Shimano/SRAM and Campagnolo 10/11 speed
- Disc specific carbon and resin system
- Ritchey forged quick releases included
- Shimano Centerlock disc mount
- Compatibility:
Standard QR9, 12mm and 15mm thru-axles (front)
Standard QR10 or 142x12mm thru-axles (rear)
- 1,747 grams (827g front, 920g rear)



WCS APEX CARBON 38MM DISC CLINCHERS

CARBON 

TYPE	RIMS	RIM DEPTH	HUBS	SPOKES	NIPPLES	BUILD	FREEHUB	FINISH	WEIGHT
CLINCHER FRONT	CARBON	38MM	WCS DISC HUB	DT COMPETITION	BRASS 2.0	24/2X	-	UD CARBON	827G
CLINCHER REAR	CARBON	38MM	WCS DISC HUB	DT COMPETITION	BRASS 2.0	24/2X	ALLOY	UD CARBON	920G

WCS APEX CARBON 38MM RIM BRAKE CLINCHERS

NEW FOR 2016



Our most versatile wheelset---fast in the wind yet light enough for big mountain days

- Tubeless Ready rim bed—perfect for low tire pressure CX applications or everyday road riding
- Forged, machined and staggered hub flange increases spoke bracing angle, allowing for a lighter stronger wheel
- Proprietary forged-in flange contour supports spoke elbow for superior stress management and a stronger, longer lasting wheel
- OD/ID: 26/18.4mm
- 20/24H with WCS Phantom flange hubs
- Thermal grade composites and resin system optimized for rim brakes
- Includes carbon specific brake pads
- Ritchey forged quick releases included
- 1,560 grams (685g front, 875g rear)



WCS APEX CARBON 38MM RIM CLINCHER

CARBON 

TYPE	RIMS	RIM DEPTH	HUBS	SPOKES	NIPPLES	BUILD	FREEHUB	FINISH	WEIGHT
CLINCHER FRONT	CARBON	38MM	WCS PHANTOM FLANGE	DT NEW AERO	BRASS 2.0	20 RADIAL	-	UD CARBON	685G
CLINCHER REAR	CARBON	38MM	WCS PHANTOM FLANGE	DT NEW AERO	BRASS 2.0	24 RADIAL/2X	ALLOY	UD CARBON	875G

WCS APEX CARBON 36MM DISC TUBULARS

NEW FOR 2016



The ultimate race weapon for cyclocross or gravel racing.

- 24mm width rim profile for a smoother ride quality and more surface area for gluing up tubulars
- Forged and machined Phantom Flange Disc hubs
- 24/24H with 2pc Forged offset flange hubs increases spoke bracing angle allowing for a lighter stronger wheel
- Composites and resin system designed specifically to manage disc braking forces
- Centerlock compatible
- Compatibility:
Standard QR9, 12mm and 15mm thru-axles (front)
Standard QR10 or 142x12mm thru-axles (rear)
- Ritchey forged quick releases included
- 1,571 grams (739g front, 832g rear)



WCS APEX CARBON 36MM DISC TUBULARS

CARBON 

TYPE	RIMS	RIM DEPTH	HUBS	SPOKES	NIPPLES	BUILD	FREEHUB	FINISH	WEIGHT
TUBULAR FRONT	CARBON	36MM	WCS DISC HUB	DT COMPETITION	BRASS 2.0	24/2X	-	UD CARBON	739G
TUBULAR REAR	CARBON	36MM	WCS DISC HUB	DT COMPETITION	BRASS 2.0	24/2X	ALLOY	UD CARBON	832G

WCS APEX CARBON 50MM TUBULARS



Ritchey's fast, stiff and tough-as-nails race wheels featuring monocoque rims and a proprietary manufacturing process.

- Exceptional lateral stiffness and acceleration
- Phantom Flange Hubs: Superlight Ritchey design captures the sleek profile and efficiency of straight-pull spokes with the superior strength and durability of J-bend spokes
- Forged, machined and staggered hub flange increases spoke bracing angle, allowing for a lighter stronger wheel
- Proprietary forged-in flange contour supports spoke elbow for superior stress management and a stronger, longer lasting wheel OD: 24mm
- Premium quality sealed bearings and patented 6 pawl, 12-point micro-clutch engagement system
- Load specific bearings: 28mm drive side, 24mm non-drive
- Handbuilt with ride-smoothing 20 hole radial front and 24 hole radial/2x rear
- Available for Shimano/SRAM and Campagnolo 10/11 speed
- Includes carbon-specific brake pads
- Ritchey forged quick releases included
- 1,417g (624g front, 793g rear)



WCS APEX CARBON 50MM TUBULARS

	TYPE	RIMS	RIM DEPTH	EXTERNAL WIDTH	HUBS	SPOKES	NIPPLES	BUILD	FREEHUB	FINISH	WEIGHT
CARBON  50MM	TUBULAR FRONT	CARBON	50MM	24MM	WCS PHANTOM FLANGE	DT NEW AERO	BRASS	20 RADIAL	-	UD CARBON	624G
	TUBULAR REAR	CARBON	50MM	24MM	WCS PHANTOM FLANGE	DT NEW AERO	BRASS	24 RADIAL/2X	ALLOY	UD CARBON	793G



WCS APEX CARBON 60MM CLINCHERS



Slippery in the wind, stiff in a sprint, and tough enough to last.

- Aerodynamically optimized rounded-edge 60mm carbon rims balance low wind drag at various yaw angles with consistent handling in crosswinds
- 17mm internal width increases lateral stiffness and improves tire profile for a smoother ride, better handling and lower rolling resistance
- Handbuilt with ride-smoothing 20 hole radial front and 24 hole radial/2x rear
- Phantom Flange Hubs: Superlight Ritchey design captures the sleek profile and efficiency of straight-pull spokes with the superior strength and durability of J-bend spokes
- Forged, machined and staggered hub flange increases spoke bracing angle, allowing for a lighter stronger wheel
- Premium quality sealed bearings and patented 6 pawl, 12-point micro-clutch engagement system
- Load specific bearings: 28mm drive side, 24mm non-drive
- Available for Shimano/SRAM and Campagnolo 10/11 speed
- Thermal grade composites and resin system optimized for rim brakes
- Includes carbon-specific brake pads
- Ritchey forged quick releases included
- 1,561g (699g front, 862g rear)



UCI APPROVED

FACT: Mechanics rejoice! Ritchey wheels use standard J-bend spokes from DT for their incredible strength and serviceability.

WCS APEX CARBON 60MM CLINCHERS	TYPE	RIMS	RIM DEPTH	HUBS	SPOKES	NIPPLES	BUILD	FREEHUB	FINISH	WEIGHT
CARBON 	CLINCHER FRONT	CARBON	60MM	WCS PHANTOM FLANGE	DT AERO COMP	BRASS	20 RADIAL	-	UD CARBON	699G
	CLINCHER REAR	CARBON	60MM	WCS PHANTOM FLANGE	DT AERO COMP	BRASS	24 RADIAL/2X	ALLOY	UD CARBON	862G

WCS TRAIL

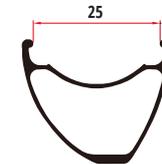


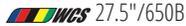
15MM THRU AXLE
FRONT

142X12
REAR

Tom Ritchey's decades of race-winning wheel design and innovation has now been calibrated for the unique demands of aggressive trail riders.

- Proprietary aerospace grade alloy rim for minimal weight with superior stiffness and impact resistance—25mm internal rim width for use with bigger tires
- 24mm tall OCR® (Off Center Rim) profile improves spoke bracing angle and reduces wheel dish for a stronger, stiffer build
- Tubeless design
- Beefy hub shells with oversized bearings front and rear
- Rear hub convertible between Standard QR and 142x12 Thru-Axle
- Front hub convertible between 20mm/15mm/standard QR
- DT Competition spokes & alloy nipples
- Ritchey forged quick releases included
- Shimano Centerlock disc brake mount (6-bolt adapters sold separately)
- 1,627g (27.5"/650b set)
1,675g (29" set)



TRAIL WHEELS	TYPE	RIMS	RIM DEPTH	INNER WIDTH	HUBS	SPOKES	NIPPLES	BUILD	FREEHUB	FINISH	WEIGHT
 WCS 27.5"/650B	CLINCHER FRONT	WCS TRAIL TUBELESS OCR	24MM	25MM	WCS TRAIL 15MM	DT COMPETITION 2.0/1.8	ALLOY	28X3X	-	BB BLACK	765G
	CLINCHER REAR	WCS TRAIL TUBELESS OCR	24MM	25MM	WCS TRAIL 10MM QR	DT COMPETITION 2.0/1.8	ALLOY	28X3X	ALLOY	BB BLACK	867G
	CLINCHER REAR 142X12	WCS TRAIL TUBELESS OCR	24MM	25MM	WCS TRAIL 142X12MM	DT COMPETITION 2.0/1.8	ALLOY	28X3X	ALLOY	BB BLACK	862G
 WCS 29"	CLINCHER FRONT	WCS TRAIL TUBELESS OCR	24MM	25MM	WCS TRAIL 15MM	DT COMPETITION 2.0/1.8	ALLOY	28X3X	-	BB BLACK	789G
	CLINCHER REAR	WCS TRAIL TUBELESS OCR	24MM	25MM	WCS TRAIL 10MM QR	DT COMPETITION 2.0/1.8	ALLOY	28X3X	ALLOY	BB BLACK	891G
	CLINCHER REAR 142X12	WCS TRAIL TUBELESS OCR	24MM	25MM	WCS TRAIL 142X12MM	DT COMPETITION 2.0/1.8	ALLOY	28X3X	ALLOY	BB BLACK	886G

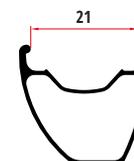
WEIGHTS SHOWN WITHOUT QUICK RELEASES OR RIM STRIPS

WCS VANTAGE



With a wider OCR® rim profile and incredibly tough new alloy, the Vantage is at the front of the field in terms of weight, stiffness and durability.

- Proprietary aerospace grade alloy rim for minimal weight with superior stiffness and impact resistance—wide 21mm internal rim width for use with bigger tires
- 24mm tall OCR® (Off Center Rim) profile improves spoke bracing angle and reduces wheel dish for a stronger, stiffer build
- Tubeless design
- Beefy hub shells with oversized bearings front and rear
- Rear hub convertible between standard QR and 142x12 Thru-Axle
- Front hub convertible between 20mm/15mm/standard QR
- DT Competition spokes & alloy nipples
- Shimano Centerlock disc brake mount (6-bolt adapters sold separately)
- Ritchey forged quick releases included
- 1,597g (27.5"/650b set)
1,645g (29" set)

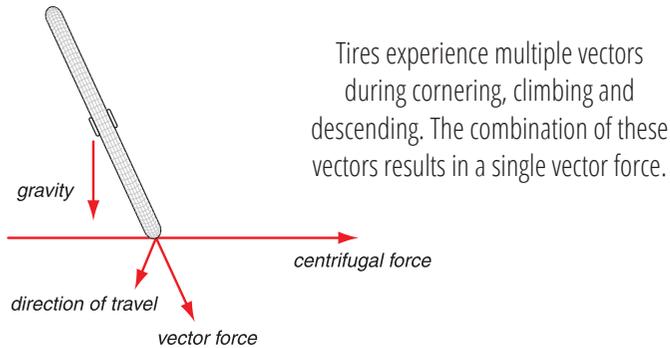


VANTAGE WHEELS	TYPE	RIMS	RIM DEPTH	INNER WIDTH	HUBS	SPOKES	NIPPLES	BUILD	FREEHUB	FINISH	WEIGHT
 27.5"/650B	CLINCHER FRONT	WCS VANTAGE TUBELESS OCR	24MM	21MM	WCS 15MM	DT COMPETITION 2.0/1.8	ALLOY	28X3X	-	BB BLACK	750G
	CLINCHER REAR	WCS VANTAGE TUBELESS OCR	24MM	21MM	WCS 10MM QR	DT COMPETITION 2.0/1.8	ALLOY	28X3X	ALLOY	BB BLACK	861G
	CLINCHER REAR 142X12	WCS VANTAGE TUBELESS OCR	24MM	21MM	WCS 142X12MM	DT COMPETITION 2.0/1.8	ALLOY	28X3X	ALLOY	BB BLACK	847G
 29"	CLINCHER FRONT	WCS VANTAGE TUBELESS OCR	24MM	21MM	WCS 15MM	DT COMPETITION 2.0/1.8	ALLOY	28X3X	-	BB BLACK	774G
	CLINCHER REAR	WCS VANTAGE TUBELESS OCR	24MM	21MM	WCS 10MM QR	DT COMPETITION 2.0/1.8	ALLOY	28X3X	ALLOY	BB BLACK	876G
	CLINCHER REAR 142X12	WCS VANTAGE TUBELESS OCR	24MM	21MM	WCS 142X12MM	DT COMPETITION 2.0/1.8	ALLOY	28X3X	ALLOY	BB BLACK	871G

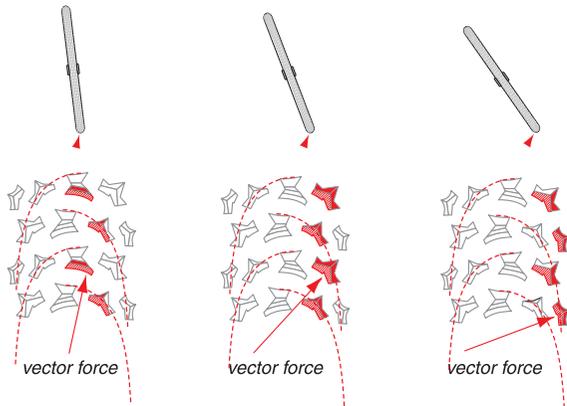
WEIGHTS SHOWN WITHOUT QUICK RELEASES OR RIM STRIPS

VECTOR FORCE ANALYSIS:™ THE SCIENCE OF TRACTION.

Don't be fooled—a good tire is more than just an interesting collection of knobs. Vector Force Analysis (VFA™) analyzes the directional forces applied to a tire during cornering, accelerating, braking, climbing and descending. These forces vary with factors like tire pressure, rider weight, trail conditions, lean angle, etc. The combination of these and other elements produces specific vector forces that affect each individual tread knob. VFA is a method of analyzing these forces to understand which are most prevalent in specific conditions, enabling us to design tires with an ideal combination of knob shapes, thicknesses and spacing to optimize performance characteristics for every type of riding.



Tires experience multiple vectors during cornering, climbing and descending. The combination of these vectors results in a single vector force.



The tread knobs are specifically designed with supports that counteract the vector force being applied perpendicularly to the tire.



TRAIL BITE AND DRIVE

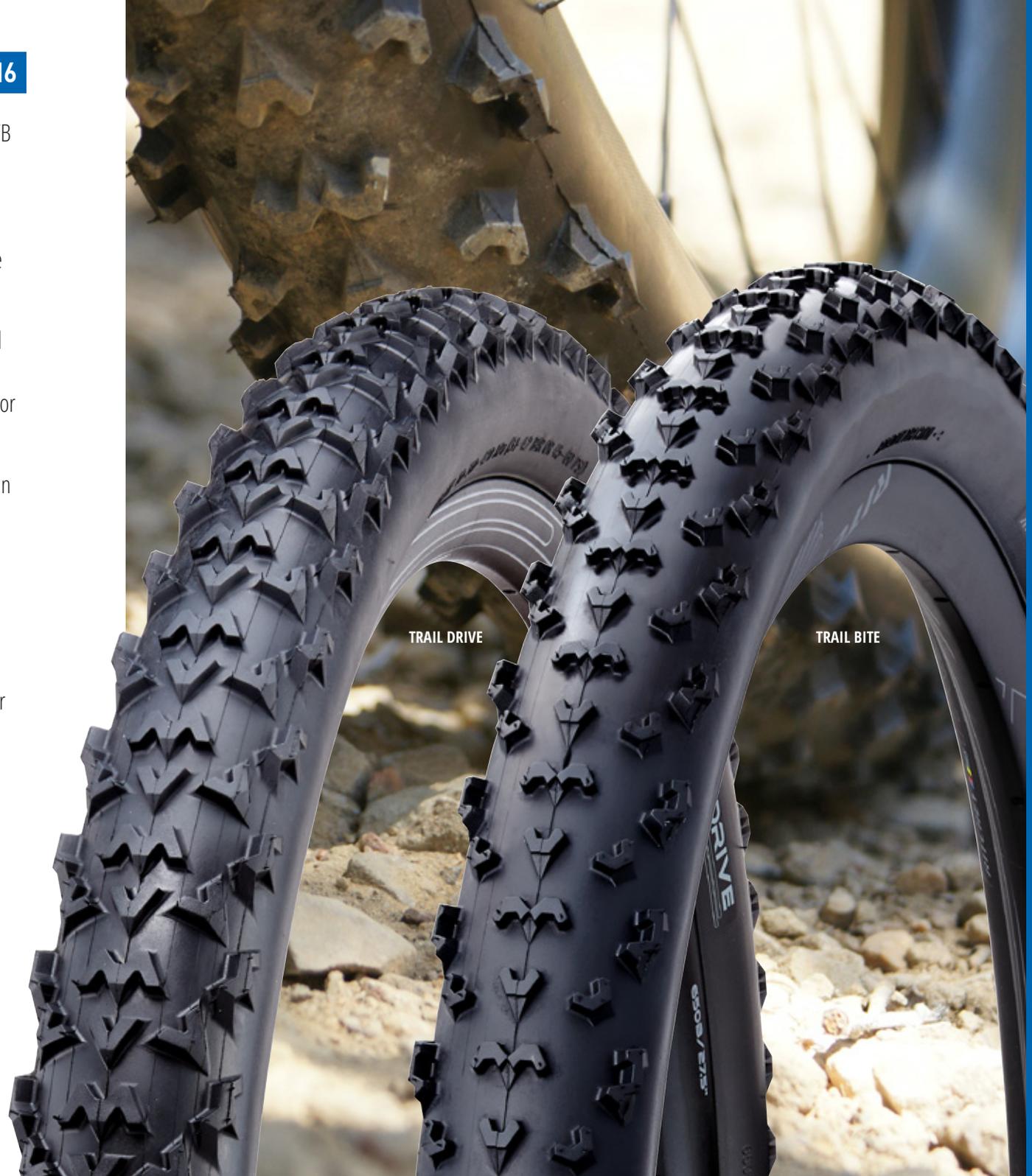
NEW FOR 2016

In 1984 Tom was the first to appropriate road tire technology for MTB tire design by introducing higher TPI and more compliant rubber compounds. While he pioneered trail specific tread patterns, Vector Force Analysis technology for MTB tires was developed. The result was the first ever rotation directional specific tire; soon thereafter he applied this technology to the first front and rear tire specific treads.

30 years later, Tom refined this technology and applied it to the Trail Bite and Drive tires. Featuring a wider, reinforced casing to handle a more aggressive terrain, the Bite and Drive are our newest offering for all mountain riding.

- Bite: front or rear, rotational specific tread that bites into the terrain for excellent control in all conditions
- Drive: rear, rotational specific low durometer rubber tread for exceptional climbing traction drives the bike forward for the best grip and power transfer.
- 57mm Casing width – a true 2.25 wide trail tire
- WCS incorporates Tubeless ready bead and soft compound rubber
- Available in 650b or 29"
- WCS (120 TPI) or Comp (30TPI) levels
- StrongHold™ bead-to-bead casing reinforcement (WCS)

TRAIL BITE	650BX2.25	29X2.25
 WCS TRAIL	720G	771G
TRAIL FOLDING	649G	716G
TRAIL	736G	806G
TRAIL DRIVE	650BX2.25	29X2.25
 WCS TRAIL	795G	993G
TRAIL FOLDING	709G	896G
TRAIL	796G	1003G



TRAIL DRIVE

TRAIL BITE

Z-MAX EVOLUTION



- Based on the original ZMax VFA tread—VFA (Vector Force Analysis) places each knob and edge at an angle corresponding with cornering and braking forces for optimal traction at all angles
- Fast-rolling, grippy, predictable and now available in a 29er version
- Tread lugs are spaced wider and shortened for faster handling, reduced rolling resistance and lighter weight
- WCS version features dual compound – softer sides enhance cornering, firmer center section rolls faster and is more durable; tubeless ready, 120TPI casing
- Ritchey StrongHold™ reinforced casing reduces sidewall flex under hard cornering and resists damage (WCS)

	2.1 Z-MAX EVOLUTION	26X2.1	650BX2.1	29X2.1
	 WCS (TUBELESS READY)	494G	586G	653G
	 FOLDING	-	588G	-
		640G	709G	755G
NEW	2.25 Z-MAX EVOLUTION	-	650BX2.25	29X2.25
	 WCS (TUBELESS READY)	-	710G	745G
	 FOLDING	-	709G	755G

SHIELD



- Low-profile tread pattern provides perfect all-round qualities with incredible traction and control
- Side knobs employ VFA design for consistent traction at all cornering angles
- WCS version features dual compound – softer side enhance cornering, firmer center section rolls faster and is more durable
- WCS level is tubeless ready

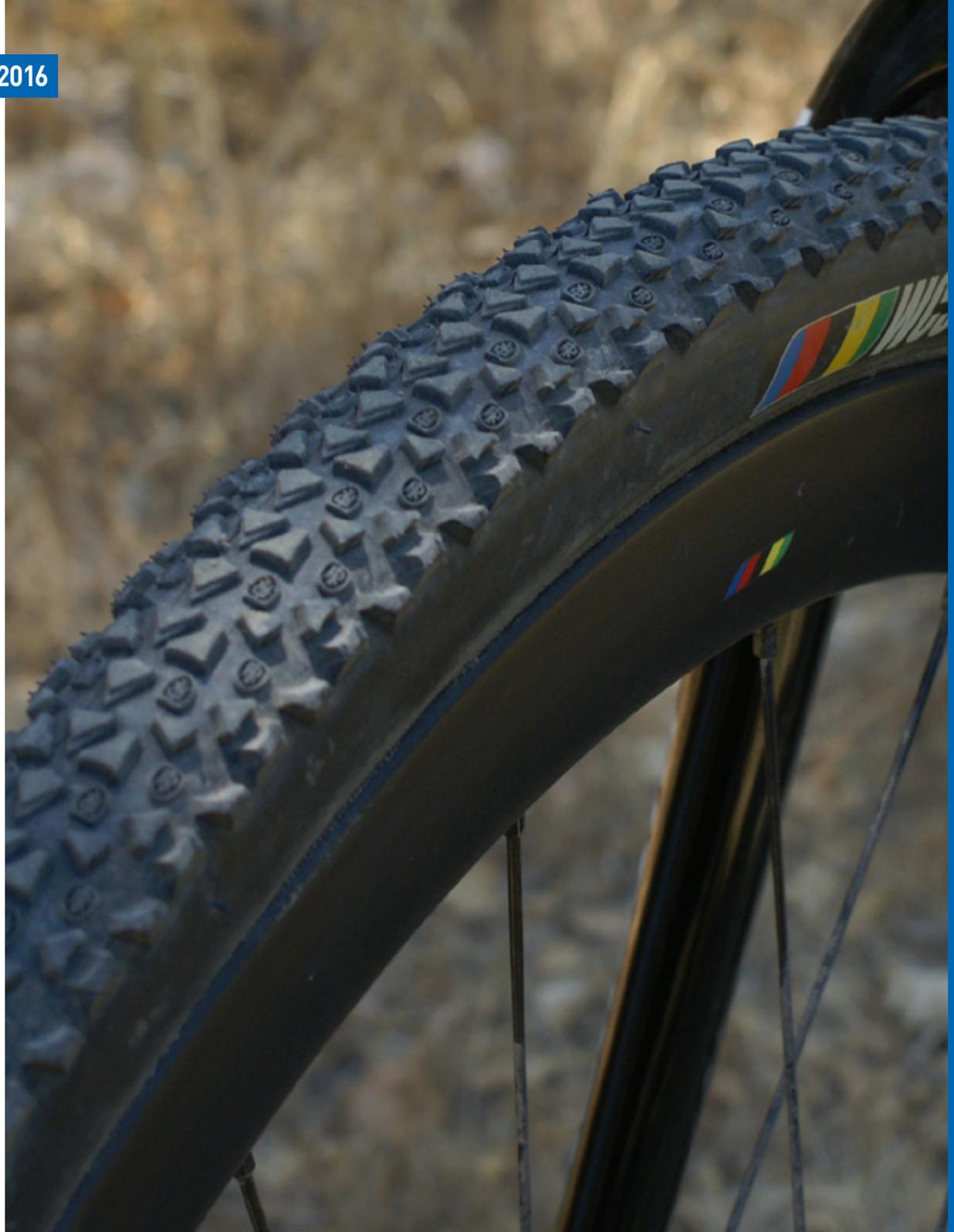
SHIELD	26X2.1	650BX2.1	29X2.1
 WCS (TUBELESS READY)	540G	533G	554G
 FOLDING	-	545G	620G
	640G	627G	705G

SHIELD CROSS TUBELESS READY

NEW FOR 2016

Our race-bred cyclocross tire just stepped up to the next level: now with a tubeless ready casing allows for lower pressure for a smoother ride and even better cornering.

- Low-profile tread pattern provides perfect all-round qualities with incredible traction and control
- Side knobs employ VFA design for consistent traction at all cornering angles
- WCS version features dual compound – softer side enhance cornering, firmer center section rolls faster and is more durable
- 120tpi
- 35mm casing width
- Tubeless ready bead
- 398g



SHIELD CROSS	700X35
 (TUBELESS READY)	398G
	374G
	500G

SPEEDMAX CROSS



- Low rolling resistance
- Excellent mud clearing capability
- Diamond pattern center with VFA baffles

SPEEDMAX CROSS	700X32	700X35	700X40
<i>PRO</i> FOLDING	358G	-	-
<i>COMP</i>	452G	476G	483G

TOM SLICK

NEW FOR 2016 – 700x27C VERSION

Ritchey's Tom Slick is the original gravel monster. With deep, grip-boosting VFA™ grooves and a tough Stronghold reinforced casing, these tires are what you want when the ride keeps going after the pavement ends.

- Stronghold reinforced casing resists cuts and punctures and allows for lower pressures without increased risk of pinch flats. (WCS)
- 120 TPI casing (WCS)

TOM SLICK	26X1.0	26X1.4	650BX1.1	700X27
	-	-	310G	285G
 FOLDING	254G	386G	-	-
	330G	472G	472G	-



RACE SLICK

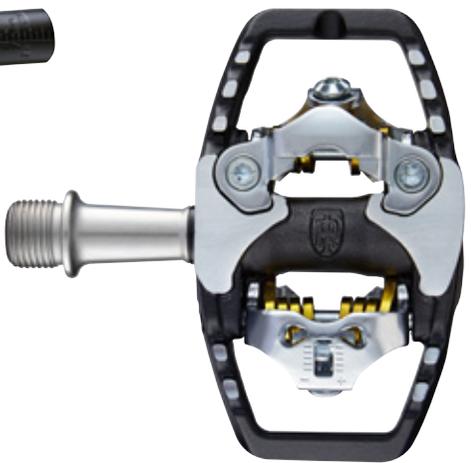


The legendary Ritchey road tire is back. The new WCS Race Slick features a supple 120TPI reinforced nylon casing that's tough as nails, coated with a 60A durometer rubber that's grippy and long lasting.

- Fast-rolling slick tread
- Folding Aramid bead
- Available in 23 and 25c

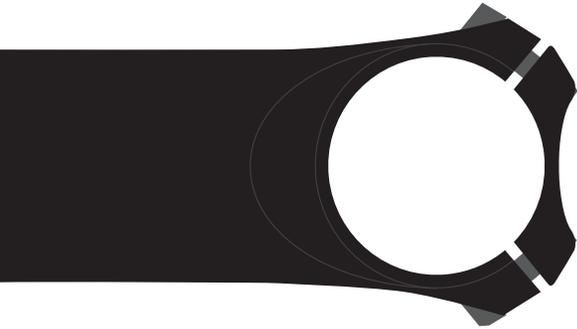
RACE SLICK	700X23	700X25
	198G	215G
	238G	260G
RACE SLICK TUBULAR	700X23	-
	250G	-

TRAIL GROUP





RITCHEY STEM CLAMP TECHNOLOGY



- LIGHTEST CE APPROVED STEM DESIGN
- EXTREMELY STIFF
- IDEAL FOR USE WITH CARBON BARS

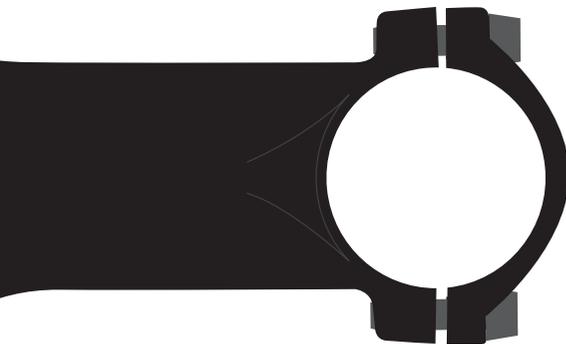
C260° STEMS – The C260 clamp design wraps a full 260 degrees around the bar to provide a very efficient clamping structure that creates a secure grip with less torque. It's also an extremely lightweight and stiff design. Radius steer tube slot with three alternating bolts also reduces clamping stress on carbon forks.

C260 stems can be installed without removing handlebar controls by sliding the stem onto the bar just past the oversized center section.



- LIGHTER AND STIFFER THAN TRADITIONAL STEM DESIGNS
- EASY PRESS-FIT INSTALLATION

C220° STEMS – The C220 offers the best of both worlds—nearly the same stiffness-to-weight ratio as the C260, but with easy-to-access forward-facing bolt heads and a convenient press-fit mouth that makes bar and stem swaps as convenient as they are with standard designs. Offset steer tube bolts reduce clamping stress on lightweight steer tubes.



- THE ORIGINAL AND WIDELY-COPIED FOUR-BOLT, NARROW BOLT STANCE STEM
- GREAT BALANCE BETWEEN PERFORMANCE, CONVENIENCE AND COST

4-AXIS STEMS – The original 4-Axis stem design was a game-changer when it was introduced. The bolts are near the center to reduce faceplate hot spots, reducing stress on lightweight bars.

SUPERLOGIC C260°



BEST STIFFNESS-TO-WEIGHT RATIO



Ritchey's first full-carbon stem was designed to meet the needs of high-wattage European Classics specialists.

The Carbon C260 adds to the amazing strength-to-weight ratio of our C260 alloy and Carbon Matrix stems through the use of high modulus carbon fiber, increased boom diameter and a wider clamp.

Gram for gram this is the stiffest, most advanced Ritchey stem ever.

- C260 bar clamp creates a larger stem-to-bar interface, drastically reducing bolt stress
- Radius steer slot with opposing bolts to dissipate stress evenly across lightweight steer tubes
- Available in 80-130mm lengths
- 84/6 degree angle
- Matte UD carbon fiber finish
- 125g (110mm)

INSTALLS WITHOUT REMOVAL OF LEVERS OR TAPE – CLICK TO VIEW DEMO VIDEO

SUPERLOGIC C260 STEMS	MATERIAL / CONSTRUCTION	FACEPLATE WIDTH	BOLTS	STEERER	STEERER HEIGHT	BAR	ANGLE	LENGTH	WEIGHT	FINISH
SUPERLOGIC	CARBON W/2014 FACEPLATE	42MM	T-20 TORX CRMO	1-1/8"	42MM	31.8	84/6°	80, 90, 100, 110, 120, 130MM	125G	MATTE UD CARBON
SUPERLOGIC	CARBON W/2014 FACEPLATE	42MM	T-20 TORX CRMO	1-1/4"	42MM	31.8	84/6°	90, 100, 110, 120, 130MM	120G	MATTE UD CARBON

TRAIL C220°



STIFFER THAN TRADITIONAL STEMS
EASY PRESS-FIT INSTALLATION



The first Ritchey stem specifically designed for today's 5-6" travel trail bikes using wide bars.

More than just a beefed-up version of our other stems. For the WCS Trail stem we revised the patented C260 clamp to a 220-degree version that fits a wider variety of riser bar bends and still packs a dramatic increase in stiffness and strength over competitor's designs.

- Forward-facing bolt design for easier installation
- 3D Forged 2014 alloy for superior strength and lightweight
- 220 degree, extra-wide bar clamp improves stiffness and fits all riser bars
- Zero rise
- Ritchey Blatte finish
- 115g (70mm)



WCS 45MM



WCS 45MM / 35MM BAR CLAMP



WCS / 35MM BAR CLAMP



TRAIL BB BLACK

INSTALLS WITHOUT REMOVAL OF LEVERS – CLICK TO VIEW DEMO VIDEO

TRAIL STEMS	MATERIAL / CONSTRUCTION	FACEPLATE WIDTH	BOLTS	STEERER	STEERER HEIGHT	BAR	ANGLE	LENGTH	WEIGHT	FINISH
WCS TRAIL	3D FORGED 2014	40MM	SS	1-1/8"	45MM	31.8	0°	45, 60, 70, 80, 90, 100, 110MM	115G (70MM)	BLATTE
WCS TRAIL 35.0MM DIAMETER	3D FORGED 2014	40MM	SS	1-1/8"	45MM	35.0	0°	45, 60, 70, 80, 90MM	130G (70MM)	BLATTE
TRAIL	3D FORGED 6061	41	SS	1 1/8"	42	31.8	0°	45, 60, 70, 80, 90, 100, 110MM	142G (90MM)	BB BLACK



BEST STIFFNESS-TO-WEIGHT RATIO



BLATTE



WET WHITE



BLATTE 25 DEGREE



WET BLACK



WET BLACK 25 DEGREE

At 103 grams (100mm) this is lightest, most advanced alloy stem in the Ritchey line, and possibly the world.

This revolutionary patented design starts with a bar clamp that wraps a full 260 degrees around the handlebar to distribute clamping stress more evenly through the handlebar, faceplate, hardware and stem body. The steer tube clamp uses three bolts and a curved slot to reduce clamp stress on the steer tube.

The body is 3D forged from an advanced 7050 aluminum and internally machined for further weight reduction. Premium quality CrMo steel bolts are used throughout, but in a smaller T-20 TORX size that shaves a few more grams with no sacrifice in strength or rigidity.

The resulting CEN-approved stem is 20 grams lighter and even stiffer than our already stiff and lightweight 4-Axis.

- 3D forged and internally machined 7050 alloy body
- 4 x T-20 TORX faceplate bolts and patented 260 degree bar clamp design reduces weight, increases stiffness and distributes stress more evenly
- 3 x T-20 TORX steer tube bolts and curved clamp slot reduces weight and steer tube stress
- 5Nm torque max on all hardware
- 30% stiffer than Ritchey's legendary WCS 4-Axis and 20 grams lighter
- Fits most road and mountain bars
- 25degree C260 is 3D forged 2014 alloy and features bias-cut two-bolt steer tube clamp

INSTALLS WITHOUT REMOVAL OF LEVERS OR TAPE – CLICK TO VIEW DEMO VIDEO

C260 STEMS	MATERIAL / CONSTRUCTION	FACEPLATE WIDTH	BOLTS	STEERER	STEERER HEIGHT	BAR	ANGLE	LENGTH	WEIGHT	FINISH
	3D FORGED 7050	36MM	T-20 TORX CRMO	1-1/8"	42MM	31.8	84/6°	70, 80, 90, 100, 110, 120, 130MM	103G	BLATTE, WET WHITE, WET BLACK
	3D FORGED 2014	40MM	M4SS/T-20 TORX CRMO	1-1/8"	45MM	31.8	25°	80, 90, 100, 110MM	120G	BLATTE, WET BLACK





STIFFER THAN TRADITIONAL STEMS
EASY PRESS-FIT INSTALLATION



WCS CARBON MATRIX



BLATTE



WET BLACK



CLASSIC HP SILVER



BLATTE 17 DEGREE



WET BLACK 17 DEGREE

You really can have it all—the WCS C220 stem rivals the performance of the revolutionary C260 stem design, but it's quicker and easier to install and remove thanks to a press-fit handlebar clamp interface and forward-facing hardware.

First proven on the Ritchey Trail stem, the C220 handlebar clamp design creates a more secure interface by wrapping a full 220 degrees over the handlebar. Bolt forces are aligned with the clamp so that the stem body 'embraces' the handlebar, which is less prone to damaging lightweight bars. This clamp design allows for a lighter faceplate and stem body with no sacrifice in strength or stiffness.

The stem body is forged 2014 aluminum for further weight reduction. Premium quality CrMo steel bolts are used throughout.

WCS C220°

NEW FOR 2016 - 140MM OPTION

- 3D forged 2014 alloy body
- 4 x 4mm coated CrMo steel forward-facing faceplate bolts
- 2 x 4mm coated CrMo steel offset steer tube clamp bolts
- 5Nm torque max on all hardware
- Compatible with all 31.8 bars
- Press-fit clamp design installs and removes like a standard stem

WCS CARBON MATRIX C220°

- All the advantages of the C220 stem design with a stiffness-enhancing carbon exoskeleton
- 12% stiffer than the WCS alloy C220 stem

INSTALLS WITHOUT REMOVAL OF LEVERS OR TAPE – CLICK TO VIEW DEMO VIDEO

C220 STEMS	MATERIAL / CONSTRUCTION	FACEPLATE WIDTH	BOLTS	STEERER	STEERER HEIGHT	BAR	ANGLE	LENGTH	WEIGHT	FINISH
CARBON	3D FORGED 7050/CARBON ENCASED	42MM	M4 CRMO	1-1/8"	42	31.8	84/6°	70, 80, 90, 100, 110, 120, 130MM	126G	MATTE UD CARBON
	3D FORGED 2014	42MM	M4 CRMO	1-1/8"	42	31.8	84/6°	60, 70, 80, 90, 100, 110, 120, 130, 140MM	121G	BLATTE, WET BLACK
	3D FORGED 2014	42MM	M4 CRMO	1-1/8"	42	31.8	73/17°	70, 80, 90, 100, 110, 120, 130MM	121G	BLATTE, WET BLACK
CLASSIC	3D FORGED 2014	42MM	M4 CRMO	1-1/8"	45	31.8	84/6°	70, 80, 90, 100, 110, 120, 130MM	121G	HP SILVER



WCS 4-AXIS 44 1-1/4"



GREAT BALANCE
BETWEEN PERFORMANCE,
CONVENIENCE AND COST

- Wider 44mm faceplate boosts stiffness
- A favorite among Ritchey-sponsored sprinters
- 1-1/4" steer tube clamp for Giant and Canyon bikes

4-AXIS 44 1-1/4" STEM	MATERIAL / CONSTRUCTION	FACEPLATE WIDTH	BOLTS	STEERER	STEERER HEIGHT	BAR	ANGLE	LENGTH	WEIGHT	FINISH
	3D FORGED 2014	44MM	SS	1-1/4"	42MM	31.8	84/6	80, 90, 100, 110, 120, 130MM	130G	BLATTE

PRO 30D



- Pro caliber features at a real-world racer price. Pro stems use the same design as WCS, but are forged from 6061 aluminum instead of the more exotic 7050 and 2014 alloys
- Angled steer tube clamp slot reduces stress on carbon steer tubes
- 3D net forged 6061 aluminum

PRO 30D STEM	MATERIAL / CONSTRUCTION	FACEPLATE WIDTH	BOLTS	STEERER	STEERER HEIGHT	BAR	ANGLE	LENGTH	WEIGHT	FINISH
	3D FORGED 6061	40	SS	1-1/8"	45	31.8	30°	60, 70, 80, 90, 100, 110, 120MM	155G	BB BLACK

WEIGHTS SHOWN ARE FOR 110MM EXTENSION

COMP 4-AXIS / COMP 30D



GREAT BALANCE
BETWEEN PERFORMANCE,
CONVENIENCE AND COST



4-AXIS BB BLACK



COMP 4-AXIS HP BLACK



30D BB BLACK

- 3D-Net Forged 6061 alloy construction
- Angled steerer clamp helps prevent damage to lightweight aluminum and carbon steerer tubes
- Stainless steel bar and steerer clamp bolts
- 30 Degree rise and shorter length provide more fitting options

STEM	MATERIAL / CONSTRUCTION	FACEPLATEWIDTH	BOLTS	STEERER	STEERER HEIGHT	BAR	ANGLE	LENGTH	WEIGHT	FINISH
COMP 4-AXIS	3D FORGED 6061	42MM	SS	1-1/8"	42MM	31.8	84/6°	60, 70, 80, 90, 100, 110, 120, 130MM	160G	BB BLACK
COMP 4-AXIS	3D FORGED 6061	42MM	SS	1-1/8"	42MM	31.8	84/6°	70, 80, 90, 100, 110, 120, 130MM	160G	HP BLACK
COMP 30D	3D FORGED 6061	40MM	SS	1-1/8"	45MM	31.8	30°	60, 70, 80, 90MM	170G	BB BLACK

4-AXIS ADJUSTABLE

NEW FOR 2016

- +/-55 degree range of height adjustment
- Precision 3D-Net shaped forged shaft interconnects with a precision broached clamp to create the strongest, lightest, most secure adjustable stem available
- Stainless steel bar and steerer clamp bolts



STEM	MATERIAL / CONSTRUCTION	FACEPLATEWIDTH	BOLTS	STEERER	STEERER HEIGHT	BAR	ANGLE	LENGTH	WEIGHT	FINISH
ADJUSTABLE 4-AXIS	3D FORGED 6061	42MM	SS	1-1/8"	40MM	31.8	+/-55°	90, 105, 120MM	219G (80MM)	BB BLACK

AVAILABLE STEM SIZE AND ANGLE COMBINATIONS

SUPERLOGIC STEMS	DEGREE	45	60	70	80	90	100	110	120	130	140
SUPERLOGIC C-260° (1 1/8")	84/6				X	X	X	X	X	X	
SUPERLOGIC C-260° (1 1/4")	84/6					X	X	X	X	X	
WCS STEMS	DEGREE	45	60	70	80	90	100	110	120	130	140
WCS C260°	84/6			X	X	X	X	X	X	X	
WCS C260°	25				X	X	X	X			
WCS MATRIX C220°	84/6			X	X	X	X	X	X	X	
WCS C220°	84/6		X	X	X	X	X	X	X	X	X
WCS C220°	73/17			X	X	X	X	X	X	X	
WCS 4-AXIS 44 / 1-1/4" STEERER	84/6				X	X	X	X	X	X	
TRAIL STEMS	DEGREE	45	60	70	80	90	100	110	120	130	140
WCS TRAIL C220°	0	X	X	X	X	X	X	X			
WCS TRAIL C220° / 35MM CLAMP	0	X	X	X	X	X					
TRAIL C220°	0	X	X	X	X	X	X	X			
PRO STEMS	DEGREE	45	60	70	80	90	100	110	120	130	140
PRO 30D	30		X	X	X	X	X	X	X		
COMP STEMS	DEGREE	45	60	70	80	90	100	110	120	130	140
COMP 4-AXIS	84/6		X	X	X	X	X	X	X	X	
COMP 30D	30		X	X	X	X					
CLASSIC STEMS	DEGREE	45	60	70	80	90	100	110	120	130	140
CLASSIC C-220°	84/6			X	X	X	X	X	X	X	
RITCHEY ADJUSTABLE STEMS	DEGREE					90	105	120			
4-AXIS ADJUSTABLE	+40/-32					X	X	X			

WCS CARBON SOLOSTREEM INTEGRATED BAR/STEM

NEW FOR 2016

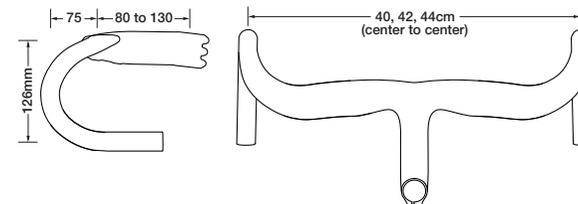
SOLOSTREEM

TOP SECTION: AERO
DROPS: TRADITIONAL
SIZING: SHORT/SHALLOW



A new breed of champion is born. Classic bend, UCI compliant aero top, integrated mount ready for K-Edge™ or similar devices.

- UCI legal aero top section with short/shallow classic drop
- Underside grooved cable routing for a sleek appearance
- Integrated accessory mounting holes
- Matte UD carbon
- Curved stem clamp great reduces steer stress
- 350g (42cm x100mm)

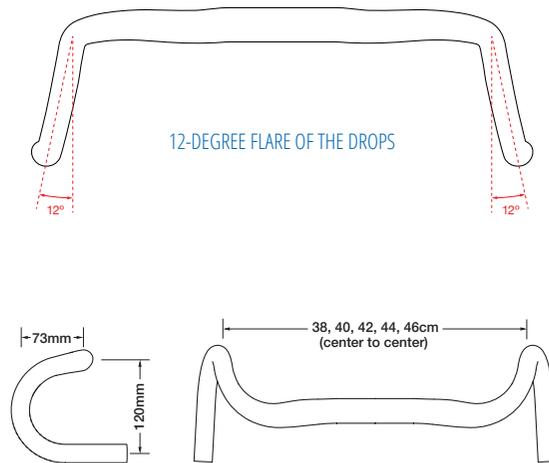


CARBON SOLOSTREEM	MATERIAL / CONSTRUCTION	WIDTH	DROP / REACH	SWEEP / FLARE	STEM ANGLE	STEM LENGTH	STEERER	FINISH
CARBON 	CARBON MONOCOQUE WITH FORGED ALLOY STEERER CLAMP	40CM	126/75MM	4.7/1°	84°	80, 90, 100MM	28.6	MATTE UD CARBON
CARBON 	CARBON MONOCOQUE WITH FORGED ALLOY STEERER CLAMP	42CM	126/75MM	4.7/1°	84°	90, 100, 110, 120MM	28.6	MATTE UD CARBON
CARBON 	CARBON MONOCOQUE WITH FORGED ALLOY STEERER CLAMP	44CM	126/75MM	4.7/1°	84°	90, 100, 110, 120, 130MM	28.6	MATTE UD CARBON



Bell lap is bell lap no matter where you are. Twelve degree flared drop means forearm clearance when in the drops and greater leverage than a non-flared bar. An ideal shape for on or off road builds from a mixed terrain road bike to cross to mountain!

- Evo Curve shaped top with 12-degree flare of the drops – width measured at the bend
- Short reach, shallow drop with 4 degrees sweep at the ovalized top section with smooth, double-radius drops
- 7050 alloy
- Aero bar compatible
- 270g (42cm)
- COMP version available in 6061 alloy (292g @ 42cm)



EVOMAX BARS	MATERIAL / CONSTRUCTION	WIDTH (CENTER TO CENTER)	DROP / REACH	SWEEP / FLARE	DROP FLARE	WEIGHT	FINISH
	TRIPLE BUTTED 7050	40, 42, 44, 46CM	120/73MM	4/0°	12°	270G	BLATTE, WET BLACK
	DOUBLE BUTTED 6061	40, 42, 44, 46CM	120/73MM	4/0°	12°	292G	BB BLACK

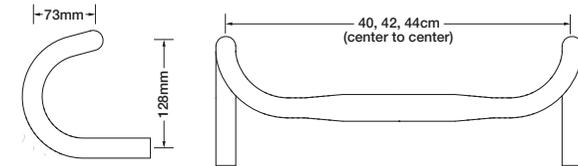
NEOCLASSIC

TOP SECTION: TRADITIONAL
DROPS: TRADITIONAL
SIZING: SHORT/SHALLOW



The choice of pros and enthusiasts alike!

- Short and shallow bar with traditional bend
- 73mm reach / 128mm drop
- Classic drops with R75 bend for forearm clearance
- Printed scale on inside of drops for positioning brake hoods
- Extended center section for clip-on compatibility
- Matte UD carbon fiber finish
- 213g (42cm)



WCS CARBON NEOCLASSIC BAR

MATERIAL / CONSTRUCTION

WIDTH (CENTER TO CENTER)

DROP / REACH

SWEEP / FLARE

WEIGHT

FINISH

CARBON 

CARBON MONOCOQUE

40, 42, 44CM

128/73MM

0/0°

213G

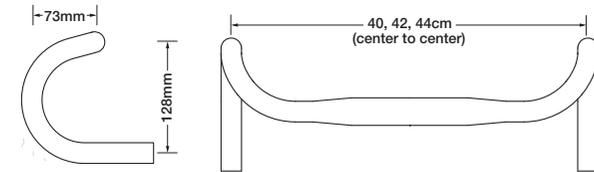
MATTE UD CARBON

NEOCLASSIC



An updated version of a timeless Ritchey handlebar bend—the NeoClassic features the traditional round drops that many Tour de France and Classics champions prefer, now updated with a shorter reach and shallower drop.

- Short reach, shallow drop with a traditional bend
- Center section is aero bar compatible
- Offers more hand positions in the drops than anatomical and ergo bends
- The preferred bend style of countless pro riders



CLASSIC HP SILVER



WCS WET BLACK



CLASSIC HP SILVER

NEOCLASSIC BARS	MATERIAL / CONSTRUCTION	WIDTH (CENTER TO CENTER)	DROP / REACH	SWEEP / FLARE	WEIGHT	FINISH
	TRIPLE BUTTED 7050	40, 42, 44CM	128/73MM	0/0°	246G	BLATTE, WET BLACK
CLASSIC	DOUBLE BUTTED 6061	40, 42, 44CM	128/73MM	0/1°	301G	HP SILVER

WCS CARBON STREAM™ II

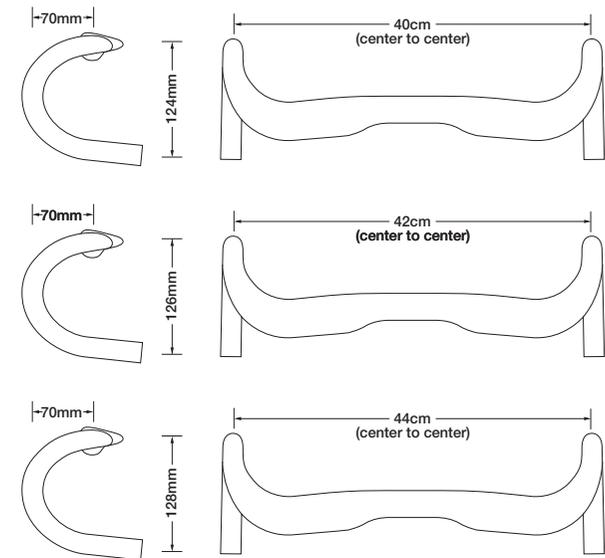


STREAM
 TOP SECTION: AERO
 DROPS: TRADITIONAL
 SIZING: SHORT/SHALLOW



The Carbon Stream II features an extremely aggressive wing-shaped top section that saves watts while performing an incredibly comfortable hand position for cruising uphill. The drops feature a traditional bend—the choice of many Ritchey-sponsored pro riders.

- UCI compliant 43.5x16mm wing-shaped top section cuts through the wind
- Gentle sweep to tops and broad platform—great for seated climbing
- Internal cable groove—no need to tape all the way to the stem
- No-slip grit at stem and brake lever clamp areas



CARBON STREAM II BARS	MATERIAL / CONSTRUCTION	WIDTH (CENTER TO CENTER)	DROP / REACH	SWEEP / FLARE	WEIGHT	FINISH
CARBON	CARBON MONOCOQUE	40, 42, 44CM	124/70MM (40CM) 126/70MM (42CM) 128/70MM (44CM)	4.7/1°	235G	MATTE UD CARBON

STREEM II



STREAM II
 TOP SECTION: AERO
 DROPS: ANATOMICAL
 SIZING: SHORT/SHALLOW

The reinvented Stream II bar is built for speed. We pair a short reach, shallow drop anatomically bend with a wing-shaped top section that cuts through the wind and also offers a broad platform for your hands while climbing.

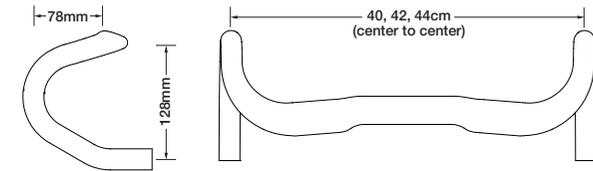
- UCI approved 38x22.5mm wing section for improved aerodynamics and a great feel for climbing
- Short reach, shallow drop with anatomical bend



WCS BLATTE



WCS BLATTE



COMP BB BLACK

ALLOY STREAM II BARS	MATERIAL / CONSTRUCTION	WIDTH (CENTER TO CENTER)	DROP / REACH	SWEEP	WEIGHT	FINISH
STREAM II	TRIPLE BUTTED 7050	40, 42, 44CM	128/78MM	4.7/0°	275G	BLATTE, WET BLACK
STREAM II	DOUBLE BUTTED 6061	40, 42, 44CM	128/78MM	4.7/0°	325G	BB BLACK

EVOCURVE



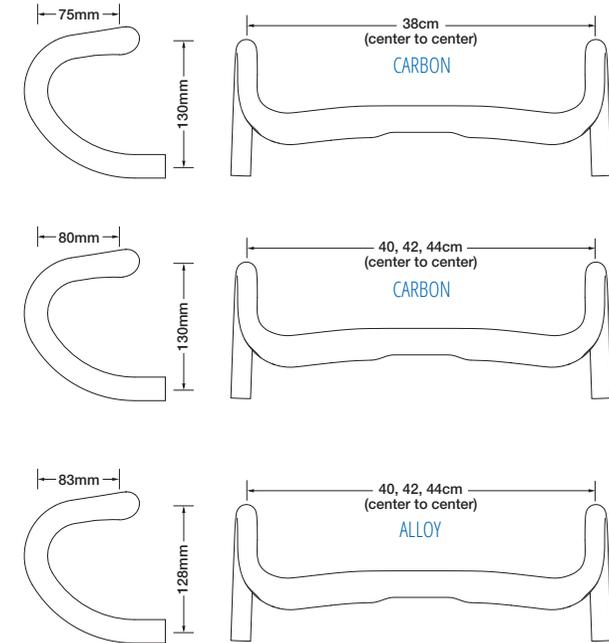
- Short reach, shallow drop with 4 degrees sweep at the ovalized top section and smooth, double-radius drops
- Center section is aero bar compatible
- No-slip grit at stem and brake lever mounting surfaces
- Cable grooves (SuperLogic and WCS Carbon only)



SUPERLOGIC MATTE UD CARBON



WCS MATTE UD CARBON



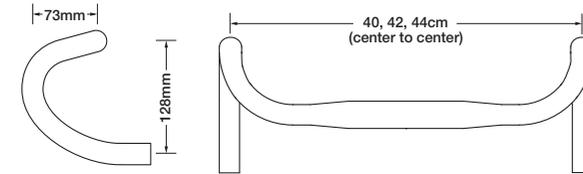
EVOCURVE BARS	MATERIAL / CONSTRUCTION	WIDTH (CENTER TO CENTER)	DROP / REACH	SWEEP / FLARE	WEIGHT	FINISH
SUPERLOGIC	CARBON MONOCOQUE	38, 40, 42, 44CM	130/75MM (38CM) 130/80MM (40, 42, 44CM)	4/2°	195G	MATTE UD CARBON
CARBON	CARBON MONOCOQUE	40, 42, 44CM	130/75MM (38CM) 130/80MM (40, 42, 44CM)	4/2°	220G	MATTE UD CARBON
WCS	TRIPLE BUTTED 7050	40, 42, 44CM	128/83MM	4/2°	253G	BLATTE, WET BLACK
CAMP	DOUBLE BUTTED 6061	40, 42, 44CM	128/83MM	4/2°	330G	HP BLACK

LOGIC® CURVE BARS



WCS MATTE UD CARBON

- Short reach, shallow drop with a smooth, double-radius drop section
- Center section is aero bar compatible
- No-slip grit at stem and brake lever mounting surfaces (WCS Carbon and WCS only)



WCS BLATTE



COMP BB BLACK

LOGIC CURVE BARS	MATERIAL / CONSTRUCTION	WIDTH (CENTER TO CENTER)	DROP / REACH	SWEEP / FLARE	WEIGHT	FINISH
CARBON	CARBON MONOCOQUE	40, 42, 44CM	128/73MM	0/1°	210G	MATTE UD CARBON
	TRIPLE BUTTED 7050	40, 42, 44, 46CM	128/73MM	0/1°	235G	BLATTE
	DOUBLE BUTTED 6061	38, 40, 42, 44, 46CM	128/73MM	0/1°	301G	BB BLACK

LOGIC® II BARS



LOGIC II

TOP SECTION: TRADITIONAL
DROPS: ANATOMICAL
SIZING: PROGRESSIVE WITH SIZE

SUPERLOGIC MATTE UD CARBON

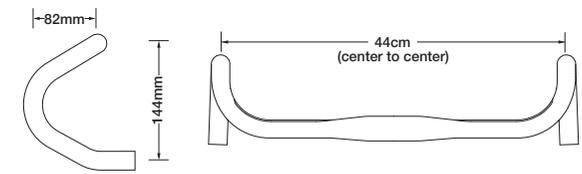
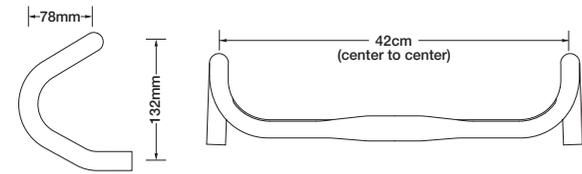
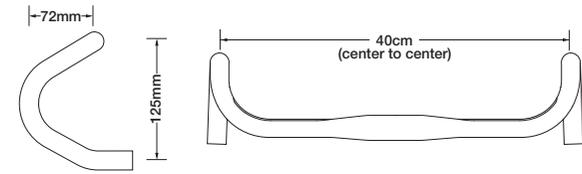


WCS BLATTE



WCS WET BLACK

- Reach and drop progressively increases with bar width, ensuring optimal fit in every size
- Anatomical bend for wide spacing at the tops and ample forearm clearance in the drops



LOGIC II BARS	MATERIAL / CONSTRUCTION	WIDTH (CENTER TO CENTER)	DROP / REACH	SWEEP / FLARE	WEIGHT	FINISH
 SUPERLOGIC	CARBON MONOCOQUE	40, 42, 44CM	125/72MM (40CM) 132/78MM (42CM) 144/82MM (44CM)	0/2°	190G	MATTE UD CARBON
 WCS	TRIPLE BUTTED 7050	38, 40, 42, 44CM	125/72MM (38, 40CM) 132/78MM (42CM) 144/82MM (44CM)	0/1°	233G	BLATTE, WET BLACK

WCS CARBON BULLMOOSE



In 1978, Tom Ritchey raced the now-iconic Repack Downhill in Marin, California. He rode a borrowed bike, and as an accomplished elite racer, he found it pretty easy to go fast. Though he was on track for a win, halfway down the

rough descent his bars slipped and rotated, causing the need to stop and move them back into place before continuing. “My time was not that far off from the winner, even considering the stop,” Ritchey said, “I thought, all I need is a better handlebar and stem and I can win this thing.”

Tom Ritchey was already making hundreds of steel stems to accompany his successful custom steel framebuilding business at the time, so he designed a one-piece bar and stem that eliminated any chance of slipping in addition to offering added stiffness. The design would be known as the “Bullmoose” – coinciding with Ritchey’s first “Mountain Bike” in 1979. As this revolutionary new bike category took off, the Bullmoose was standard equipment on Ritchey mountain bikes and practically every other company’s MTB, making the the Bullmoose bar the first of Tom Ritchey’s many mountain bike innovations to gain widespread acceptance.

Now, over 35 years later, the Bullmoose bar is reborn. With carbon fiber construction and a forged alloy clamp, the new Bullmoose is lightweight with a finely-tuned ride feel thanks to the triangulated shape, which is ideally suited to support wider bars. Weight: 280g (80x730mm)

BULLMOOSE BARS	MATERIAL / CONSTRUCTION	WIDTH	SWEEP	STEM ANGLE	STEM LENGTH	STEERER	FINISH
CARBON 	CARBON MONOCOQUE WITH FORGED ALLOY STEERER CLAMP	720MM	9°	6°	70MM	28.6	MATTE UD CARBON
CARBON 	CARBON MONOCOQUE WITH FORGED ALLOY STEERER CLAMP	730MM	9°	6°	80MM	28.6	MATTE UD CARBON
CARBON 	CARBON MONOCOQUE WITH FORGED ALLOY STEERER CLAMP	740MM	9°	6°	90, 100, 110MM	28.6	MATTE UD CARBON

CARBON RIZER™



Carbon Rizer bars utilize premium quality composites and are rigorously tested for impact strength and durability. They are approved for aggressive trail riding, yet still light enough for XC racing.

- Available in ideal bends and weights for cross-country, marathon, and enduro
- Long grip area maximizes accessory mounting space
- Trail version features 780mm width for leverage and control (800mm for 35mm OD)

CARBON RIZER BARS	MATERIAL	WIDTH	RISE	WEIGHT	FINISH
SUPERLOGIC LOW RIZER	CARBON	710MM	15MM	145G	MATTE UD CARBON
CARBON WCS TRAIL	CARBON	780MM	15MM	204G	MATTE UD CARBON
WCS TRAIL 35.0MM DIAMETER	CARBON	800MM	15MM	208G	MATTE UD CARBON
CARBON WCS LOW RIZER	CARBON	740MM	15MM	180G	MATTE UD CARBON
CARBON WCS	CARBON	710MM	30MM	180G	MATTE UD CARBON

ALLOY RIZER™



WCS 20MM TRAIL RIZER BLATTE



WCS 20MM TRAIL RIZER BLATTE / 35MM CENTER SECTION



WCS 20MM LOW RIZER BLATTE



COMP 30MM RIZER BB BLACK

- WCS level bars are constructed from single source seamless triple butted 7000 series alloy
- Long grip area maximizes accessory mounting space
- Trail version features 760mm (780mm for 35mm OD) width for leverage and control – cut guides provided for those looking for reduced width

ALLOY RIZER BARS	MATERIAL	WIDTH	RISE	WEIGHT	FINISH
WCS TRAIL	TRIPLE BUTTED 7050	760MM	20MM	276G	BLATTE
WCS TRAIL	TRIPLE BUTTED 7050	760MM	30MM	276G	BLATTE
WCS TRAIL 35.0MM DIAMETER	TRIPLE BUTTED 7050	780MM	20MM	286G	BLATTE
WCS	TRIPLE BUTTED 7050	740MM	20MM	275G	BLATTE, WET BLACK
WCS	TRIPLE BUTTED 7050	740MM	30MM	275G	BLATTE
COMP	DOUBLE BUTTED 6061	740MM	20MM	380G	BB BLACK, HP BLACK
COMP	DOUBLE BUTTED 6061	740MM	35MM	380G	BB BLACK
COMP 25.4MM DIAMETER	DOUBLE BUTTED 6061	670MM	30MM	360G	BB BLACK
TRAIL	DOUBLE BUTTED 6061	760MM	20MM	375G	BB BLACK

FLAT +/-5MM CARBON



SUPERLOGIC CARBON / +5MM RISE POSITION



SUPERLOGIC CARBON / -5MM RISE POSITION



WCS CARBON / +5MM RISE POSITION



WCS CARBON TRAIL / +5MM RISE POSITION

The flat +/-5mm bar packs the materials technology, strength and weight you expect from a Ritchey bar, with an additional +/-5mm of height adjustment.

FLAT +/-5MM CARBON BARS	MATERIAL	WIDTH	RISE	SWEEP	WEIGHT	FINISH
SUPERLOGIC	CARBON	680MM	+/- 5MM	9°	165G	MATTE UD CARBON
CARBON WCS	CARBON	710MM	+/- 5MM	9°	183G	MATTE UD CARBON
CARBON WCS TRAIL	CARBON	740MM	+/- 5MM	9°	180G	MATTE UD CARBON

FLAT +/-5MM ALLOY



WCS TRAIL 2X BLATTE / +5MM RISE POSITION



WCS BLATTE / +5MM RISE POSITION



WCS WET BLACK / +5MM RISE POSITION



COMP BB BLACK / +5MM RISE POSITION

The +/-5mm bar is two bars in one: select 5mm of rise or drop while maintaining a 5 or 9 degree sweep. Great for 29er's and other bikes with tall front ends.

FLAT +/-5MM ALLOY BARS	MATERIAL	WIDTH	RISE	SWEEP	WEIGHT	FINISH
 WCS TRAIL	TRIPLE BUTTED 7050	720MM	+/- 5MM	9°	232G	BLATTE
 WCS	TRIPLE BUTTED 7050	720MM	+/- 5MM	9°	232G	BLATTE, WET BLACK
 WCS	TRIPLE BUTTED 7050	720MM	+/- 5MM	5°	232G	BLATTE
 COMP	DOUBLE BUTTED 6061	720MM	+/- 5MM	9°	276G	BB BLACK

10-DEGREE FLAT



- Unique shape of 10° bend flat bar preserves the hand position of a 5° bend bar without increasing stem length
- Textured stem clamp area reduces risk of bar slippage

10 DEGREE FLAT BARS	MATERIAL	WIDTH	BEND	WEIGHT	FINISH
	TRIPLE BUTTED 7050	700MM	10°	235G	BLATTE

BAR ENDS



WCS CARBON MATRIX



WCS ERGO BLATTE



WCS ERGO WET BLACK



WCS BLATTE



COMP BB BLACK

- Angled clamp slot reduces stress on lightweight alloy or carbon fiber
- Features inward angle, perfect for use with Rizer bars

BAR ENDS	MATERIAL / CONSTRUCTION	LENGTH	WEIGHT	FINISH
CARBON  MATRIX	3D FORGED 6061 + CARBON	85MM	85G	MATTE UD CARBON
	3D FORGED 6061	85MM	65G	BLATTE
 ERGO	3D FORGED 6061	110MM	90G	BLATTE, WET BLACK
	2 PIECE BONDED 6061	100MM	160G	BB BLACK

WCS RACE TAPE **NEW FOR 2016**

When everything is on the line, questioning your handlebar wrap shouldn't be on your mind. Just the right amount of cushion and a grippy feel for enhanced hand to bar interaction. Available in an assortment of colors.

- Superlight PU with perforations, 1.8mm thick
- Embossed RITCHEY Logo
- Available in multiple colors
- Only 63g.



WCS GEL RACE TAPE **NEW FOR 2016**

- Superlight PU + GEL backing for increased shock absorption
- Embossed RITCHEY Logo
- Available in multiple colors
- Only 90g.





When the going gets rough, the rough gets Pave. 3.5mm thick bar wrap provides extra cushion in any hand position.

- Superlight EVA foam + gel backing for increased shock absorption
- Embossed Ritchey Logo
- Available in black and white
- Only 77g



COMP BAR TAPE



- Highest quality tape
- Embossed TR logo
- Shock absorbing, non-slip and sweat resistant
- 2 sided self adhesive backing
- 180cm length

CLASSIC BAR TAPE



- Soft and supple premium quality synthetic leather
- Durable and grippy
- Available in brown and black



WCS LOCKING TRAIL GRIP

NEW FOR 2016



- Dual density, no-slip Kraton rubber
- Open end design
- Ergonomically designed with molded and raised TR logos
- Dual side secure locking with anodized and laser etched end caps
- Available in a variety of colors
- 135mm
- 32mm diameter
- 112g/pr



COMP TRAIL GRIP

NEW FOR 2016



- Single density, no-slip Kraton rubber
- Closed end design
- Ergonomically designed with molded and raised TR logos
- Available in a variety of colors
- 125mm
- 32mm diameter
- 116g/pr



WCS TRUEGRIP X **NEW FOR 2016**



- 30mm outer diameter
- Only 93g for Kraton dual density locking grip
- 130mm long standard grip



COMP TRUEGRIP X **NEW FOR 2016**



- Single density, no-slip Kraton rubber
- Closed end design
- Ergonomically designed with molded Ritchey and TR logos
- Available in a variety of colors
- 30mm diameter
- 106g/pr



SUPERLOGIC ERGO TRUEGRIP

NEW FOR 2016



- Ultra-light nano foam material
- 9g/pr without end plugs

WCS ERGO TRUEGRIP



- Tough high-density foam is superlight, plush and grippy even in wet conditions
- Inner "hand-stop" collar
- 36g/pr without end plugs

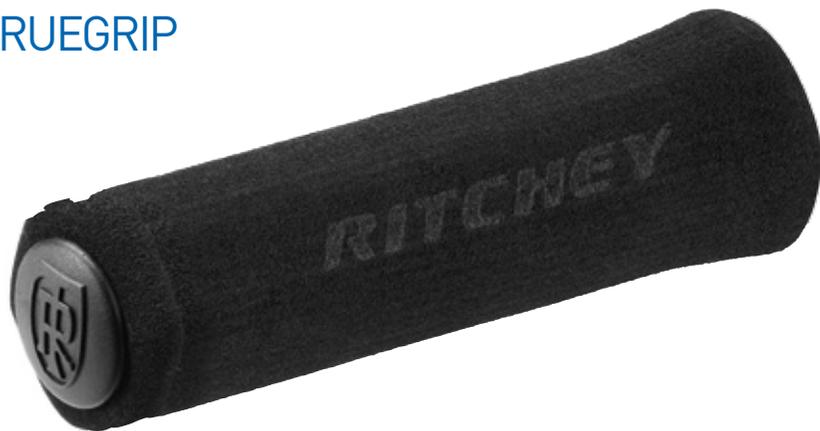
WCS ERGO LOCKING TRUEGRIP



- Tough high-density foam is superlight, plush and grippy even in wet conditions
- Slim anatomical shape
- 115g/pr without end plugs



WCS TRUEGRIP



- Tough high-density foam is superlight, plush and grippy even in wet conditions
- Slim anatomical shape
- One of the lightest grips available
- 40g/pr without end plugs

WCS LOCKING TRUEGRIPS



- A locking version of our best-selling grip series
- Tough high-density foam is superlight, plush and grippy even in wet conditions
- Slim anatomical shape
- 116g/pr without end plugs

CLASSIC LOCKING GRIP

NEW FOR 2016



- Premium quality genuine leather
- Excellent feel and durability with a timeless look
- 112g/pr



CLASSIC GROUP





RITCHEY VECTOR EVO SADDLE SYSTEM

This is the first superlight saddle to offer honest, epic ride comfort.

Tom Ritchey has been riding 10,000 miles a year for 40 years—literally. That's almost half a million miles in the saddle. No other saddle developer has more test miles. Tom offered his first saddle design, the original Vector, in the 1990s. The Vector Evo is the saddle he's wanted to make for years, and now materials and manufacturing methods have finally made it possible.

The key to the system is the patented Vector Evo rail. Far more than just another 'mono rail' design, the Vector Evo acts like a carefully-tuned suspension system for your body weight, managing stress through the rail itself and into the Vector Wing. It allows an amount of lateral flex that flows with your pedal stroke, further eliminating hot spots on long rides. The design is also very strong and prevents the sag that most other lightweight saddles suffer.

There are other lightweight saddles out there, and other single-rail saddle designs from the 'big names'. But no other saddle system offers the level of refined ride comfort, weight savings and adjustment range as the Ritchey Vector Evo.

- Revolutionary patented design increases comfort, durability and adjustment range
- Carbon reinforced thermoplastic rail works with Vector Wing™ system to distribute stress and manage shell flex
- Superior compliance over traditional carbon rail saddles
- Rail material has qualities that absorb energy and diffuse stress
- Precisely tuned lateral flex allows the saddle to follow the rider's natural pedal motion
- Narrow clamping zone increases pedaling clearance
- Reverse hammock rail shape resists "sag" found in other saddles after long-term use
- Micro fiber cover and superlight foam
- For use with the versatile Ritchey LINK seatpost system



RITCHEY VECTOR EVO

THE END OF SAG: Other superlight saddles with traditional rail systems lack a degree of precision where shell meets rail. If these dimensions vary by even a millimeter or less (and they often do), a saddle shell will flex downward and stretch beyond the material's capacity, and eventually fail.

In contrast, the Vector Evo System uses a carbon reinforced thermoplastic rail with consistent dimensions and carefully tuned shell flex. There's a subtle arch in the rail which acts as of the suspension of the design, and also helps properly tension the shell and prevent unwanted sag—resulting in superlight comfort that lasts.

SUPERLOGIC VECTOR EVO STREEM



RITCHHEY VECTOR EVO

- Low profile design and narrow carbon fiber injected shell for stiffness and lightweight
- Micro fiber cover and superlight foam
- Low profile design
- Patented Vector Evo rail
- Vector Evo saddles require proprietary Ritchey LINK seatpost clamp which is included with the saddle
- Only 260g when combined with our SuperLogic post, making it the lightest post and saddle option on the market Patented Vector Wing design dissipates pressure more evenly



STREEM SADDLES

SUPERLOGIC VECTOR EVO

RAILS

CARBON FIBER

SHELL

CARBON

COVER

MICRO FIBER

DIMENSIONS

278 X 132MM

RAIL

VECTOR EVO SL

COLOR

BLACK

WEIGHT

115G

STREEM

NEW FOR 2016 – 132 AND 145MM WIDTHS!



WCS VECTOR EVO



WCS VECTOR EVO

RITCHEY VECTOR EVO

- Patented Vector Wing design dissipates pressure more evenly
- Low profile design and narrow carbon fiber injected shell for stiffness and lightweight (WCS)
- Micro fiber cover and superlight foam (WCS)
- Low profile design
- Now available in 132 or 145mm widths (WCS)
- Available in patented Vector Evo model or standard 2-rail designs (WCS)
- Vector Evo saddles require proprietary Ritchey LINK seatpost clamp which is included with the saddle



WCS CARBON RAIL



WCS CARBON RAIL



WCS VECTOR EVO



COMP

STREEM SADDLES	RAILS	SHELL	COVER	DIMENSIONS	RAIL	COLOR	WEIGHT
WCS VECTOR EVO	CARBON REINFORCED THERMOPLASTIC	NYLON + CARBON	MICRO FIBER	278 X 132MM	VECTOR EVO	BLACK, WHITE	175G
WCS VECTOR EVO	CARBON REINFORCED THERMOPLASTIC	NYLON + CARBON	MICRO FIBER	278 X 145MM	VECTOR EVO	BLACK, WHITE	TBD
CARBON	CARBON	NYLON + CARBON	MICRO FIBER	278 X 132MM	8 X 8.5	BLACK, WHITE	145G
CARBON	CARBON	NYLON + CARBON	MICRO FIBER	278 X 145MM	8 X 8.5	BLACK, WHITE	TBD
	CRN/TI	NYLON + CARBON	MICRO FIBER	278 X 132MM	7 X 7	BLACK, WHITE	200G
	CRN/TI	NYLON + CARBON	MICRO FIBER	278 X 145MM	7 X 7	BLACK, WHITE	TBD
	STEEL	NYLON + GLASS FIBER	SYNTHETIC LEATHER	278 X 132MM	7 X 7	BLACK	250G

ZEROMAX™



WCS VECTOR EVO



WCS VECTOR EVO



WCS VECTOR EVO



WCS CARBON RAIL



RITCHEY VECTOR EVO

Tom Ritchey knows a lot about saddles. He's been riding for 40 years and designed the first Ritchey saddle—the original Vector—in 1994. The latest Ritchey saddles represent the pinnacle of what he's learned in terms of optimal shape as it pertains to pressure management and pedaling efficiency with one simple goal—a saddle that you'll forget about while riding, no matter how long your ride may be.

The ZeroMax is the newest shape in Tom's quest for ultimate saddle comfort. Featuring a deep pressure-reducing channel and a narrow front and middle section for plenty of pedaling clearance, along with the patented hotspot-eliminating Vector Wing rail mount design, the ZeroMax delivers what few saddles can: performance and comfort so good that it feels like nothing at all.

- Anatomically shaped channel reduces pressure on soft tissue
- Patented Vector Wing moves rail mounting points from sit bones to reduce pressure and hot spots
- Carbon injected shell for precision-tuned flex characteristics and optimal compliance
- Microfiber cover and superlight foam (WCS)
- Low profile design
- Available in patented Vector Evo model or standard 2-rail design
- Vector Evo saddles require proprietary Ritchey LINK seatpost clamp which is included with the saddle

ZEROMAX SADDLES	RAILS	SHELL	COVER	DIMENSIONS	RAIL	COLOR	WEIGHT
WCS VECTOR EVO	CARBON REINFORCED THERMOPLASTIC	NYLON + CARBON	MICRO FIBER	275 X 145MM	VECTOR EVO	BLACK, WHITE	230G
CARBON WCS	CARBON	NYLON + CARBON	MICRO FIBER	275 X 145MM	8 X 8.5	BLACK, WHITE	150G
WCS	CRN/TI	NYLON + CARBON	MICRO FIBER	275 X 145MM	7 X 7	BLACK, WHITE	240G
COMP	STEEL	NYLON + GLASS FIBER	SYNTHETIC LEATHER	275 X 145MM	7 X 7	BLACK	335G

CONTRAIL



WCS VECTOR EVO



WCS VECTOR EVO

RITCHEY VECTOR EVO

- Patented Vector Wing design dissipates pressure more evenly
- More padding than the Stream
- Superlight foam shape and narrow carbon fiber injection shell combine to make a new, comfortable performance driven saddle
- Lightweight and durable micro fiber cover available in black and white
- Available in patented Vector Evo model or standard 2-rail designs (WCS)
- Vector Evo saddles require proprietary Ritchey LINK seatpost clamp which is included with the saddle



WCS VECTOR EVO



WCS TI RAIL



WCS TI RAIL



COMP

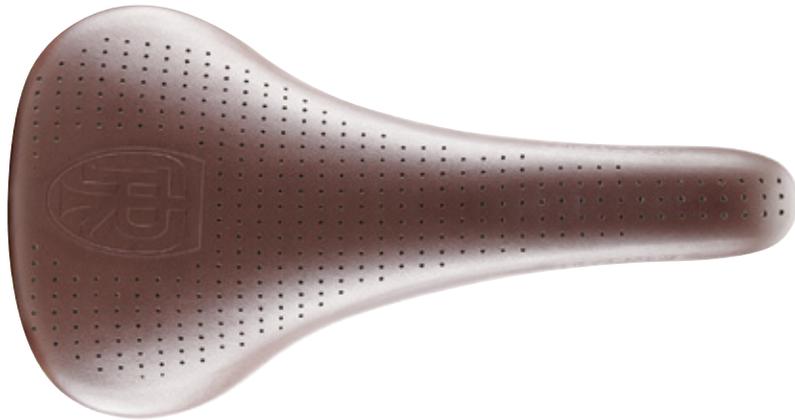
CONTRAIL SADDLES	RAILS	SHELL	COVER	DIMENSIONS	RAIL	COLOR	WEIGHT
 WCS VECTOR EVO	CARBON REINFORCED THERMOPLASTIC	NYLON + CARBON	MICRO FIBER	280 X 142MM	VECTOR EVO	BLACK, WHITE	220G
 WCS	CRN/TI	NYLON + CARBON	MICRO FIBER	280 X 142MM	7 X 7	BLACK, WHITE	250G
 COMP	STEEL	NYLON + GLASS FIBER	SYNTHETIC LEATHER	280 X 142MM	7 X 7	BLACK	347G

CLASSIC



The Ritchey Classic saddle brings modern comfort and materials to a timeless shape and look. Beneath the rich, leather-like synthetic leather cover, there's just the right amount of advanced, pressure-diffusing lightweight foam, and the shape is a proven performer based on the original Ritchey Vector saddle.

- Traditional shape: wide tail and gradual taper towards nose
- Fiber-reinforced shell
- Lightweight CrMo steel rails



CLASSIC SADDLE	RAILS	SHELL	COVER	DIMENSIONS	RAIL	COLOR	WEIGHT
CLASSIC	STEEL	NYLON + GLASS FIBER	SYNTHETIC LEATHER	265 X 145MM	7 X 7	BROWN, BLACK	285G

CARBON LINK

NEW FOR 2016 - ZERO OFFSET



The Ritchey two-bolt post reinvented—lighter, more compliant and more versatile than ever.

- Patented LINK clamp works with all standard saddle rail designs as well as Ritchey Vector Evo™ and Selle Italia MonoLink™ saddles with separate adapter
- 15mm of offset and a reversible clamp which allows for an additional 10mm of fore-aft saddle adjustment
- LINK Carbon posts use FlexLogic™ carbon layup developed for ProTour team bikes from Stevens, Canyon and Scott—15% more vertically compliant with no loss of lateral or torsional stiffness

RITCHEY
VECTOR EVO



CARBON LINK POSTS	MATERIAL / CONSTRUCTION	DIAMETER	LENGTH	OFFSET	WEIGHT	FINISH
SUPERLOGIC	MONOCOQUE CARBON	27.2, 30.9, 31.6MM	350, 400	15MM	145G	MATTE UD CARBON
CARBON WCS	MONOCOQUE CARBON	27.2, 30.9, 31.6MM	350, 400MM	15MM	181G	MATTE UD CARBON
CARBON WCS	MONOCOQUE CARBON	27.2, 31.6MM	350, 400MM	0MM	155G	MATTE UD CARBON
CARBON WCS TRAIL	MONOCOQUE CARBON	27.2, 31.6MM	400MM	15MM	181G	MATTE UD CARBON

ALLOY LINK



WCS
BLATTE

WCS
WET BLACK

WCS
TRAIL

COMP
BB BLACK

RITCHEY
VECTOR EVO

LINK
SYSTEM

MONOLINK
COMPATIBLE

- Patented LINK clamp works with all standard saddle rail designs as well as Ritchey Vector Evo™ and Selle Italia MonoLink™ saddles with separate adapter
- 15mm of offset and a reversible clamp which allows for an additional 10mm of fore-aft saddle adjustment

ALLOY LINK POSTS	MATERIAL / CONSTRUCTION	DIAMETER	LENGTH	OFFSET	WEIGHT	FINISH
	3D FORGED 7050	27.2, 30.9, 31.6MM	350, 400MM	20MM	230G	BLATTE, WET BLACK
	3D FORGED 7050	27.2, 30.9, 31.6MM	400MM	15MM	235G	BLATTE
	6061 2-PIECE PRESS-FIT	27.2, 31.6MM	400MM	20MM	284G	BB BLACK

ONE-BOLT



SUPERLOGIC CARBON
25MM OFFSET
MATTE UD CARBON



WCS CARBON
25MM OFFSET
MATTE UD CARBON



WCS CARBON
ZERO OFFSET
MATTE UD CARBON



WCS
20MM OFFSET
BLATTE



WCS
ZERO OFFSET
BLATTE

- Patented SideBinder™ clamp design uses a single 5mm bolt for quick, secure adjustment
- Precision forged alloy clamp assembly for strength
- Low-profile head for optimal saddle clearance and sleek lines
- Wide saddle clamp reduces stress on lightweight saddle rails
- Interchangeable clamps provide compatibility for all popular rail sizes

ONE-BOLT POST	MATERIAL / CONSTRUCTION	DIAMETER	LENGTH	OFFSET	WEIGHT	FINISH
SUPERLOGIC	CARBON MONOCOQUE	27.2, 30.9, 31.6MM	350, 400MM	25MM	148G (27.2/300)	MATTE UD CARBON
CARBON WCS	CARBON MONOCOQUE	27.2, 30.9, 31.6MM	350, 400MM	25MM	185G (27.2/300)	MATTE UD CARBON
CARBON WCS	CARBON MONOCOQUE	27.2, 31.6MM	350, 400MM	0MM	157G (27.2/350)	MATTE UD CARBON
WCS	3D FORGED 2014	27.2, 30.9, 31.6MM	300, 350MM	20MM	195G (27.2/350)	BLATTE, WET BLACK, WET RED
WCS	3D FORGED 2014	27.2, 31.6MM	350, 400MM	0MM	195G (27.2/350)	BLATTE



TWO-BOLT



- Two-bolt design for easy to adjust, vise-like grip
- Low profile clamp reduces stress on lightweight rails and won't bottom out
- Bolts oriented to the axis of the rails for greatest contact area with the saddle

TWO-BOLT POSTS	MATERIAL / CONSTRUCTION	CRADLE	DIAMETER	LENGTH	OFFSET	WEIGHT	FINISH
CARBON <i>COMP</i>	PRESS BONDED CARBON/6061	43X38	27.2, 31.6MM	350MM, 400MM	25MM	229G	UD CARBON
<i>COMP</i>	3D FORGED 6061	43X38	27.2, 30.9, 31.6MM	400MM	25MM	250G	BB BLACK
CLASSIC	3D FORGED 2014	43X38	27.2, 30.9, 31.6MM	350MM	25MM	245G	HP SILVER

ONE-BOLT INTEGRATED SEAT MAST TOPPER



- Patented SideBinder™ one-bolt clamp design facilitates easy installation and adjustment
- Increased range of adjustment over other clamp systems
- Designed for frames with integrated seat tubes

SEAT MAST TOPPER	DIAMETER (MM)	OFFSET	LENGTHS	
			50MM	70MM
	30.25	8	X	
	30.25/34.9	25		X
	34.9	25	X	
	38.35	8	X	X

SEATPOST CLAMP KITS



RITCHEY VECTOR EVO™ FOR LINK POSTS
(*SUPERLOGIC VERSION ALSO AVAILABLE)



STANDARD RAIL FOR LINK POSTS



SELLE ITALIA MONOLINK™ FOR LINK POSTS



1-BOLT CLAMPS FOR STANDARD ALLOY AND CARBON RAILS

DI2 SEATPOST BATTERY MOUNT



- Securely hide your Di2 Battery within your seatpost
- Available in two sizes
- Does not include Di2 battery
- 10g



AVAILABLE SEATPOST OPTIONS

SUPERLOGIC POSTS		DIAMETER (MM)	OFFSET	350MM	400MM
SUPERLOGIC CARBON LINK		27.2	15	X	
		30.9/31.6	15		X
SUPERLOGIC CARBON ONE-BOLT		27.2	25	X	
		30.9	25		X
		31.6	25		X
WCS POSTS		DIAMETER (MM)	OFFSET	350MM	400MM
WCS CARBON LINK		27.2	0	X	
		31.6	0		X
		27.2	15	X	
		30.9/31.6	15		X
WCS LINK		27.2 BLATTE ONLY	20	X	
		27.2/30.9/31.6	20		X
WCS CARBON TRAIL		27.2/31.6	15		X
WCS TRAIL		27.2/30.9/31.6	20		X
WCS CARBON ONE-BOLT		27.2	25	X	
		30.9	25		X
		31.6	25		X
		27.2	0	X	
		31.6	0		X
WCS ALLOY ONE-BOLT		27.2 BLATTE	0	X	
		31.6 BLATTE	0		X
		31.6 WET BLACK	20		X
		27.2 WET RED	20	X	
		27.2 BLATTE	20	X	
		30.9/31.6 BLATTE	20		X
COMP POSTS		DIAMETER (MM)	OFFSET	350MM	400MM
COMP LINK		27.2/31.6	20		X
COMP CARBON TWO-BOLT (UD MATTE)		27.2	25	X	X
		31.6	25	X	X
COMP		27.2/30.9/31.6	25		X
CLASSIC POSTS		DIAMETER (MM)	OFFSET	350MM	400MM
CLASSIC		27.2/30.9/31.6	25	X	

WCS CARBON DISC CROSS

Designed from the ground up to manage the unique stresses a disc brake demands—including a carbon layup that resists twisting under hard braking.

- Monocoque construction
- Compatible with standard and integrated headsets
- Integrated 45 degree crown race (works with any headset with a 45 degree bearing interface)
- Carbon dropouts and disc mount
- 140 or 160mm rotor compatibility
- 440g

WCS CARBON CROSS

- Specially formed blades provide precision handling and superb vibration damping
- Designed to work with either integrated headsets or standard headsets
- Integrated crown race
- Monocoque construction
- One of the lightest cyclocross forks on the market
- Integrated 45 degree crown race (works with any headset with a 45 degree bearing interface)



COMP CROSS 1-1/8"



WCS CROSS DISC



WCS CROSS CANTI

CARBON CROSS FORK	BLADE	CROWN	STEERER	RAKE	BLADE SHAPE	DROP OUT	CROWN DIA.	AXLE TO CROWN	SIZE	FINISH	WEIGHT	BRAKE MOUNT
CARBON 	CARBON	CARBON	CARBON	45MM	CURVED	CARBON	45MM	395MM	700C	MATTE UD CARBON	440G	DISC
CARBON 	CARBON	CARBON	CARBON	45MM	CURVED	CARBON	45MM	395MM	700C	MATTE UD CARBON	448G	CANTI
CARBON  1-1/8"	CARBON	ALLOY	ALLOY	45MM	CURVED	ALLOY	46MM	390MM	700C	3K CARBON	680G	CANTI

WCS CARBON MOUNTAIN

Finely tuned ride feel—laterally and torsionally stiff with just the right amount of give to smooth out roots and rock gardens.

- One piece carbon crown and steer tube section with molded legs
- Full carbon dropouts and brake mount
- Suspension-corrected axle-crown height based on 100mm suspension fork
- 29er and 27.5"/650b versions available



WCS TAPERED CARBON



WCS CARBON

CARBON MOUNTAIN FORKS	BLADE	CROWN	STEERER	RAKE	BRAKE MOUNT	DROP OUT	CROWN DIA.	AXLE TO CROWN	SIZE	FINISH	WEIGHT
CARBON 	CARBON	CARBON	TAPERED CARBON	42MM	POST	CARBON	61MM	459MM	27.5"	MATTE UD CARBON	660G
CARBON 	CARBON	CARBON	CARBON	42MM	POST	CARBON	50MM	459MM	27.5"	MATTE UD CARBON	615G
CARBON 	CARBON	CARBON	TAPERED CARBON	45MM	POST	CARBON	61MM	470MM	29"	MATTE UD CARBON	672G
CARBON 	CARBON	CARBON	CARBON	45MM	POST	CARBON	50MM	470MM	29"	MATTE UD CARBON	625G

WCS CARBON ROAD FORK

- One piece carbon monocoque design
- High Modulus Fiber (HMF) for superior strength
- Fiber orientation has been optimized to absorb and dissipate loads
- Smooth internal fiber flow in crown/steerer area to deliver best force transfer from crown to shaft and increased impact strength
- Available in 43 or 45mm rake versions



CARBON ROAD FORKS	BLADE	CROWN	STEERER	RAKE	DROP OUT	CROWN DIA.	AXLE TO CROWN	FINISH	WEIGHT
CARBON 	CARBON	CARBON	CARBON	43/45MM	ALLOY	45MM	368MM	UD GLOSSY CARBON	299G

COMP CARBON ROAD FORKS

- Carbon legs and crown bonded to alloy steer tube
- Optimized fiber orientation to absorb and dissipate loads
- Timeless curved silhouette looks great on any bike



COMP

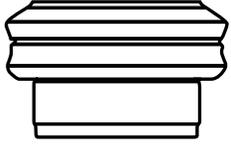


COMP 1"

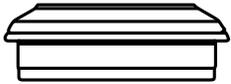
CARBON ROAD FORKS	BLADE	CROWN	STEERER	RAKE	DROP OUT	CROWN DIA.	AXLE TO CROWN	FINISH	WEIGHT
CARBON <i>COMP</i>	CARBON	ALLOY	ALLOY	43MM	ALLOY	45MM	368MM	UD GLOSSY CARBON	540G
CARBON <i>COMP</i> 1"	CARBON	ALLOY	ALLOY	45MM	ALLOY	35MM	365MM	3K GLOSSY CARBON	467G

HEADSET SELECTION

1) DETERMINE YOUR HEADSET TYPE



STANDARD/TRADITIONAL EXTERNAL CUPS
PRESSED INTO HEADTUBE
(EC OR EXTERNAL CUP)

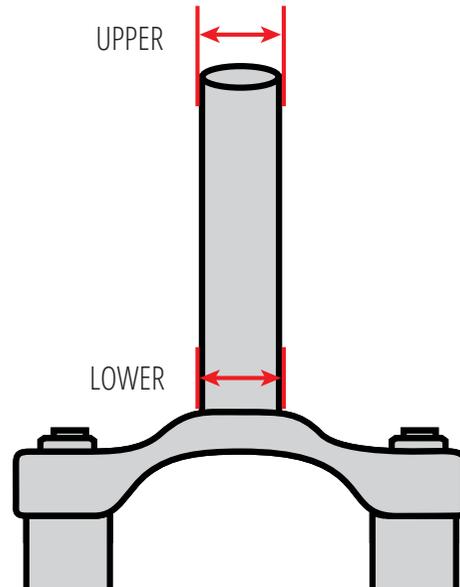


PRESS FIT WITH INTERNAL CUPS PRESSED INTO HEADTUBE
(ZS OR ZERO STACK)

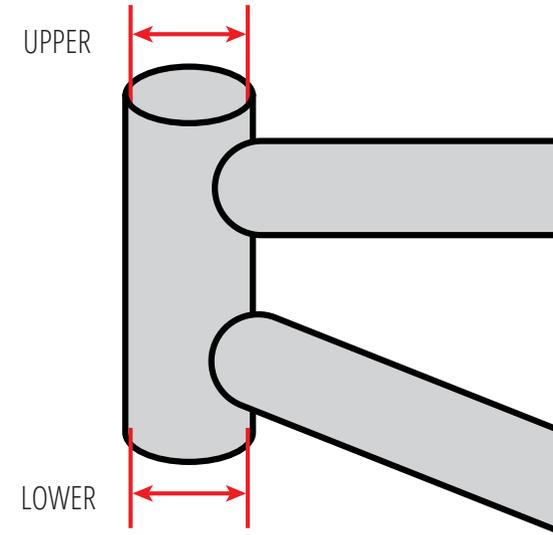


DROP IN WITH BEARINGS FITTED DIRECTLY INTO HEADTUBE
(IS OR INTEGRATED)

3) MEASURE THE OUTSIDE DIAMETER OF THE FORK AT BOTH THE TOP OF THE STEER TUBE AND AT THE FORK CROWN



2) MEASURE THE INTERNAL DIAMETER OF THE HEAD TUBE, BOTH UPPER AND LOWER.



4) USE THE MEASUREMENTS FROM STEPS 2 AND 3 TO SELECT THE APPROPRIATE HEADSET UPPER AND LOWER ASSEMBLIES

LOGIC® STANDARD

- Premium quality SuperLogic headset with ceramic hybrid bearings and dual-lip labyrinth seals for superior sealing and performance
- Lightweight, precision-machined aluminum cups
- Logic = Smaller upper angular cartridge bearing saves weight, larger lower angular cartridge bearing boost strength and durability
- Uses Ritchey grease and sealed design for years of trouble-free performance



SUPERLOGIC



WCS LOGIC



WCS LOGIC CROSS



PRO LOGIC



COMP LOGIC



LOGIC 1-1/8" BALL BEARING



LOGIC 1-1/8" THREADED BALL BEARING



LOGIC 1" THREADED BALL BEARING

LOGIC HEADSET	STACK HEIGHT	COMPONENT MATERIAL	UPPER FIT (S.H.I.S.)	LOWER FIT (S.H.I.S.)	BEARING	WEIGHT
SUPERLOGIC	26.9MM	ALLOY	EC34/28.6	EC34/30	CERAMIC HYBRID	95G
WCS	28.3MM	ALLOY	EC34/28.6	EC34/30	SEALED CARTRIDGE TI COATED	103G
WCS LOGIC CROSS	36.6MM	ALLOY	EC34/28.6	EC34/30	SEALED CARTRIDGE TI COATED	120G
WCS 1"	28MM	ALLOY	EC30/25.4	EC30/26	SEALED CARTRIDGE TI COATED	94G
PRO	32MM	ALLOY	EC34/28.6	EC34/30	SEALED CARTRIDGE	111G
COMP	30.2MM	CROMO	EC34/28.6	EC34/30	SEMI-CARTRIDGE	160G
LOGIC	N/A	CRMO/PLASTIC	EC34/28.6	EC34/30	BALL BEARING	N/A
LOGIC 1"	N/A	CRMO/PLASTIC	EC34/28.6	EC34/30	BALL BEARING	N/A
LOGIC THREADED 1-1/8"	N/A	CRMO/PLASTIC	EC34/28.6	EC34/30	BALL BEARING	N/A
LOGIC THREADED 1"	N/A	CRMO/PLASTIC	EC30/25.4	EC30/26	BALL BEARING	N/A

PRESS FIT

- Carbon headsets in matte UD carbon finish
- Corrosion-resistant Ti-coated bearings used in WCS Carbon and WCS headsets
- Patented BlockLock design uses a grooved headset cup and an interlocking bolt-on collar—this design prevents your handlebars from turning past 90 degrees to prevent dented top tubes and ruined frames



SUPERLOGIC PF



SUPERLOGIC PF TAPER



WCS CARBON UPPER
8.0MM TOP CAP



WCS CARBON UPPER
12.4MM TOP CAP



WCS UPPER
7.3MM TOP CAP



WCS UPPER
12.4MM TOP CAP



WCS CROSS UPPER
12.4MM TOP CAP



COMP UPPER
7.3MM TOP CAP



WCS 1-1/8" LOWER



WCS 1-1/4" LOWER



WCS 1-1/2" LOWER



COMP BLOCKLOCK
16.0MM TOP CAP

PRESS FIT

PRESS FIT HEADSETS	TOP CAP	MATERIAL	UPPER FIT (S.H.I.S.)	LOWER FIT (S.H.I.S.)	UPPER HT OD/ID	LOWER HT OD/ID	BEARING	WEIGHT
SUPERLOGIC	12.5MM	ALLOY	ZS44/28.6	ZS44/30	50/44	50/44	CERAMIC HYBRID	79G
SUPERLOGIC TAPER	12.1MM	ALLOY	ZS44/28.6	ZS55/40	50/44	61/55	CERAMIC HYBRID	99G

PRESS FIT HEADSET UPPERS	TOP CAP	MATERIAL	UPPER FIT (S.H.I.S.)	LOWER FIT (S.H.I.S.)	UPPER HT OD/ID	LOWER HT OD/ID	BEARING	WEIGHT
CARBON WGS	8.0MM	CARBON/ALLOY	ZS44/28.6	-	50/44	-	SEALED CARTRIDGE TI COATED	44G
CARBON WGS	12.4MM	CARBON/ALLOY	ZS44/28.6	-	50/44	-	SEALED CARTRIDGE TI COATED	52G
WGS	7.3MM	ALLOY	ZS44/28.6	-	50/44	-	SEALED CARTRIDGE TI COATED	43G
WGS	12.4MM	ALLOY	ZS44/28.6	-	50/44	-	SEALED CARTRIDGE TI COATED	49G
WGS CROSS	12.4MM	ALLOY	ZS44/28.6	-	50/44	-	SEALED CARTRIDGE TI COATED	68G
COMP CARTRIDGE	7.3MM	CROMO	ZS44/28.6	-	50/44	-	SEALED CARTRIDGE	43G
COMP CARTRIDGE	12.4MM	CROMO	ZS44/28.6	-	50/44	-	SEALED CARTRIDGE	51G
COMP BLOCKLOCK	16.0MM	CROMO	ZS44/28.6	-	50/44	-	SEALED CARTRIDGE	64G

PRESS FIT HEADSETS LOWERS	TOP CAP	MATERIAL	UPPER FIT (S.H.I.S.)	LOWER FIT (S.H.I.S.)	UPPER HT OD/ID	LOWER HT OD/ID	BEARING	WEIGHT
WGS	-	ALLOY	-	ZS44/30	-	50/44	SEALED CARTRIDGE TI COATED	34G
WGS	-	ALLOY	-	ZS49/33	-	55/49	SEALED CARTRIDGE TI COATED	46G
WGS	-	ALLOY	-	ZS55/40	-	61/55	SEALED CARTRIDGE TI COATED	52G
WGS	-	ALLOY	-	ZS56/40	-	62/56	SEALED CARTRIDGE TI COATED	54G
COMP CARTRIDGE	-	CROMO	-	ZS44/30	-	50/44	SEALED CARTRIDGE	40G
COMP CARTRIDGE	-	CROMO	-	ZS55/40	-	61/55	SEALED CARTRIDGE	52G

* FOR INFO ON S.H.I.S. SEE BICYCLE HEADSETS.COM.

HEADSET SPACERS

- Available in 5mm and 10mm precut heights
- Outer diameter is contoured to blend with Ritchey stem OD
- CNC machined for precision
- Alloy spacers available in BB black



SPACERS	MATERIAL	FINISH	5MM	HEIGHT	10MM
CARBON WGS	CARBON	MATTE UD CARBON	X		X
WGS	ALLOY	BB BLACK	X		X

DROP IN

- Carbon headsets available in 3K and UD finishes
- Corrosion-resistant Ti-coated bearings used in WCS and WCS Carbon headsets



WCS UPPER
8.3MM TOP CAP



WCS CROSS UPPER
15.3MM TOP CAP



COMP UPPER
8.3MM TOP CAP



COMP UPPER
15.3MM TOP CAP



WCS 1-1/8" LOWER



WCS 1-1/4" LOWER



WCS 1-1/2" LOWER



COMP 1-1/2" LOWER

DROP IN HEADSET UPPERS	TOP CAP	MATERIAL	UPPER FIT (S.H.I.S.)	LOWER FIT (S.H.I.S.)	UPPER BEARING OD	LOWER BEARING OD	TOP COVER OD	BEARING	WEIGHT
WCS	8.3MM	ALLOY	IS42/28.6	-	41.8	-	46	SEALED CARTRIDGE TI COATED	36G
WCS CROSS	15.3MM	ALLOY	IS42/28.6	-	41.8	-	46	SEALED CARTRIDGE TI COATED	42G
COMP CARTRIDGE	8.3MM	ALLOY	IS42/28.6	-	41.8	-	46	SEALED CARTRIDGE	35G
COMP CARTRIDGE	15.3MM	ALLOY	IS42/28.6	-	41.8	-	46	SEALED CARTRIDGE	44G

DROP IN HEADSET LOWERS	TOP CAP	MATERIAL	UPPER FIT (S.H.I.S.)	LOWER FIT (S.H.I.S.)	UPPER BEARING OD	LOWER BEARING OD	TOP COVER OD	BEARING	WEIGHT
WCS	-	ALLOY	-	IS42/30	-	46/42	-	SEALED CARTRIDGE TI COATED	28G
WCS	-	ALLOY	-	IS47/33	-	52/47	-	SEALED CARTRIDGE TI COATED	35G
COMP CARTRIDGE	-	ALLOY	-	IS42/30	-	46/42	-	SEALED CARTRIDGE	39G
COMP CARTRIDGE	-	ALLOY	-	IS52/40	-	56/52	-	SEALED CARTRIDGE	39G

WCS CARBON ECHELON ROAD



The world-beating performance of the Echelon just got better, thanks to the addition of a high-strength carbon fiber body that drops this already lightweight pedal down to an incredible 220 grams a set.

- Combination of bushings and bearings for extremely long life
- Low profile cleat-to-axle interface for maximum pedaling efficiency
- Adjustable spring tension
- Composite body and claw
- Stainless steel cleat plate for excellent wear and no noise
- Sealed cartridge outer bearing
- Adjustable tension with extra-strong springs for powerful riders
- Works with Ritchey cleats or Look KEO™ cleats



ECHELON CARBON ROAD	BODY	AXLE MATERIAL	CLAW	INNER BEARING	MIDDLE BEARING	OUTER BEARING	FLOAT	COMPATABILITY	FINISH	WEIGHT
CARBON  ECHELON	CARBON THERMO-PLASTIC BODY	CROMO	CARBON REINFORCED THERMOPLASTIC	BUSHING	NEEDLE	SEALED CARTRIDGE	7°	LOOK KEO™	UD MATTE	220G

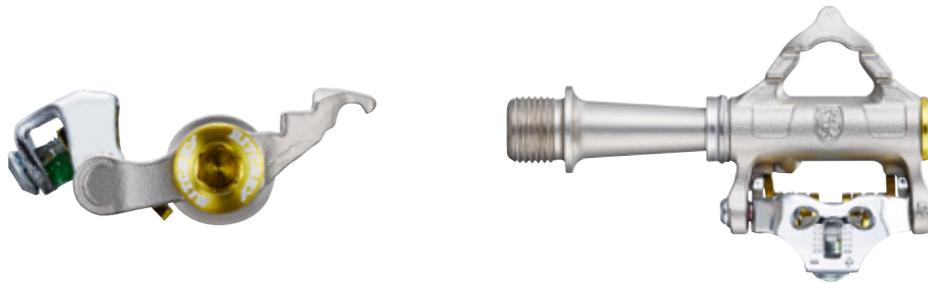
WCS ECHELON ROAD



- The Echelon offers a proven pedal design in a lightweight, reasonably-priced package
- Combination of bushings and bearings for extremely long life
- Low profile cleat/pedal interface for maximum pedaling efficiency
- Adjustable spring tension
- Long-life aluminum body and high strength carbon claw
- Sealed cartridge outer bearing
- Works with Ritchey cleats or Look KEO™ cleats



ECHELON ROAD	BODY	AXLE MATERIAL	CLAW	INNER BEARING	MIDDLE BEARING	OUTER BEARING	FLOAT	COMPATABILITY	FINISH	WEIGHT
 WCS ECHELON	FORGED ALLOY	CROMO	NYLON/CARBON	BUSHING	NEEDLE	SEALED CARTRIDGE	7°	LOOK KEO™	BLACK	250G



The perfect gravel bike pedal is back.

Standard road pedals and cleats will get jammed with rocks and mud, and mountain bike pedals are heavier and offer less cornering clearance, which is critical when combined with a road bike's lower BB height. Enter Tom Ritchey's personal favorite pedal, the Pro Micro Road—the only road pedal that can keep going when the pavement ends.

- Proven retention system offers fast, predictable entry and release and excellent mud-shedding characteristics
- Superlight one-sided stainless steel body
- Incredible cornering clearance
- SPD cleat and shoe convenience for those occasional dismounts
- Low profile design offers exceptionally low axle-to-cleat height for optimal pedaling efficiency
- Upgraded axle and bearing system Bushing, needle and cartridge bearing system for long service life
- Only 208g (pair)

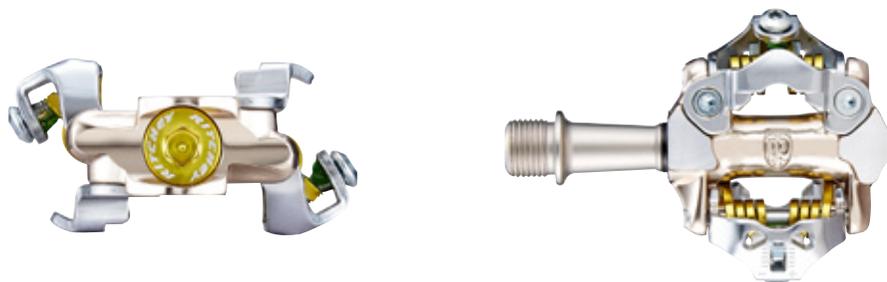
WCS MICRO ROAD	BODY	AXLE MATERIAL	CLAW	INNER BEARING	OUTER BEARING	FLOAT	COMPATABILITY	FINISH	WEIGHT
	STAINLESS STEEL	CROMO	ALLOY	BUSHING	NEEDLE/BALL	5°	RITCHEY	NICKLE	208G



Ritchey's world-beating Paradigm pedal has been redesigned from the ground up. A new engagement system with a fixed front claw now provides best-in-class entry and release and excellent mud-shedding characteristics. The axle system has been revamped for even greater bearing life while achieving an even lower axle-cleat height than the previous design, and a wider body improves stability.

At Ritchey, a new design isn't proven until it's survived the crucible of World Cup competition—and this all-new pedal has been in service with Nino Schurter and the Scott-Oldo team for most of the 2015 season and has already racked up some impressive wins.

- Forged alloy body, stainless claws and CrMo steel axle
- Bushing, needle and cartridge bearing system for long service life and excellent protection from the elements
- Completely serviceable
- 298g (pair)



WCS XC



BODY

FORGED ALLOY

AXLE MATERIAL

CROMO

INNER BEARING

BUSHING

MIDDLE BEARING

NEEDLE

OUTER BEARING

SEALED CARTRIDGE

FLOAT

4°

FINISH

POLISHED SATIN TI

WEIGHT

298G

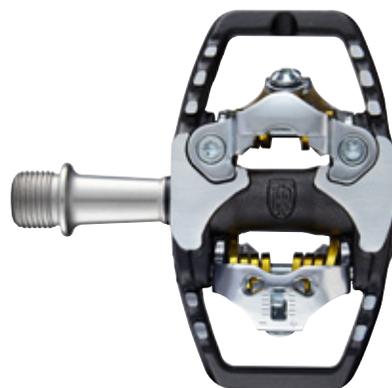
WCS TRAIL MOUNTAIN

NEW FOR 2016



The WCS Trail pedal packs in all the design upgrades as the new WCS XC, but adds a forged alloy cage for a larger footprint and even greater stability.

- Forged alloy body, stainless claws and CrMo steel axle
- Bushing, needle and cartridge bearing system for long service life and excellent protection from the elements
- Completely serviceable
- 347g (pair)



WCS TRAIL



BODY

FORGED ALLOY

AXLE MATERIAL

CROMO

INNER BEARING

BUSHING

MIDDLE BEARING

NEEDLE

OUTER BEARING

SEALED CARTRIDGE

FLOAT

4°

FINISH

BLACK

WEIGHT

347G

COMP TRAIL MOUNTAIN

NEW FOR 2016



- Cast aluminum body with steel axle
- Low profile bodies
- Burnished bearing surfaces
- Large platform for improved shoe contact for increased stability and control
- Available in black, white, red, orange, yellow, green and sky blue
- 402g (pair)

COMP TRAIL	BODY	AXLE MATERIAL	INNER BEARING	OUTER BEARING	FLOAT	FINISH	WEIGHT
<i>COMP</i>	CAST ALLOY	CROMO	BALL BEARING	BALL BEARING	4°	BLACK, WHITE, RED, ORANGE, YELLOW, GREEN, SKY BLUE	402G

COMP XC MOUNTAIN

NEW FOR 2016



- Low profile body
- Smooth burnished bearing surfaces
- Available in black, white, red, orange, yellow, green and sky blue
- 331g (pair)



COMP V4

BODY

AXLE MATERIAL

INNER BEARING

OUTER BEARING

FLOAT

FINISH

WEIGHT



CAST ALLOY

CROMO

BALL BEARING

BALL BEARING

4°

BLACK, WHITE, RED, ORANGE, YELLOW, GREEN, SKY BLUE

331G

WCS CARBON BOTTLE CAGE

NEW FOR 2016

- New carbon bottle cage shape from Tom Ritchey
- Extra strong grip, perfect on the roughest or smoothest rides
- Matte UD carbon with black, white or red logos
- 32g



WCS "TR" CARBON BOTTLE CAGE

- Stiff carbon fiber design holds bottles firmly and saves grams
- 30g



BARKEEPER LEVER

NEW FOR 2016

Save the saddle bag for a snack and Swiss army knife! These patented, composite tire levers slide into the end of drop bars, staying hidden, yet fully functional. Sold individually. 16g.



BARKEEPER LEVER DISPLAY

Includes 10 x of the new Ritchey Barkeeper Levers in a display box. Just tear the top off, place it next to the register and they'll practically sell themselves.



RITCHEY 6-BIT TORQUE KEY



The smartest, most convenient torque key now comes with bits to suit every need. Same great T-handle shape and reliable “click” when reaching the 5Nm max.

- Hex 3/4/5, Torx T-20/25, and Philips#1
- 5Nm max torque
- Bit holder included

TORQUE KEY DISPLAY

Includes 10 x of the new multi-bit Ritchey Torque Keys in a display box. Just tear the top off, place it next to the register and they'll practically sell themselves.



VALVE EXTENDERS

- Available in 2 styles – valve extender and valve core extender
- 50mm



ROAD BARREL ADJUSTERS

- Allows for derailleur adjustments from the handlebars



RITCHEY TUBELESS CONVERSION KIT

- 8 meters of 25mm rim tape included—suitable for two rims up to 28mm wide
- Tubeless valves and valve core remover included
- For use with tubeless ready tires only
- 45mm valves also available separately



SNAP ON RIM TAPE

- Offers secure, snug fit to rim
- Coating resists “creeping” on the rim—perfect for OCR® rims
- Will not dimple into spoke holes—even at high performance road tire pressures
- Available in 700c/17mm, 26”/20mm, 27.5”/20mm, 29”/20mm



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