



BanShee

Scratch

BanShee

JAY MACNEIL:
 > AKA: "J-WAD"
 > OCCUPATION: BANSHEE OPERATIONS MANAGER
 > YEARS RIDING: HAD TRICYCLE WAITING FOR HIM BEFORE HE WAS BORN. RIDING THE SHORE AND WHISTLER FOR OVER 20 YEARS
 > BIGGEST TRICK: NO-HANDER/FOOTERS (NEED TO HIT THE AIRDOME)



KEITH SCOTT:
 > AKA: "THE HACK"
 > OCCUPATION: BANSHEE DESIGN ENGINEER
 > YEARS RIDING: 10
 > BIGGEST TRICK: 360 / BACKFLIP



KEITH AT WHISTLER, PROVING BANSHEE REALLY IS RIDER OWNED.



EXPERIENCE

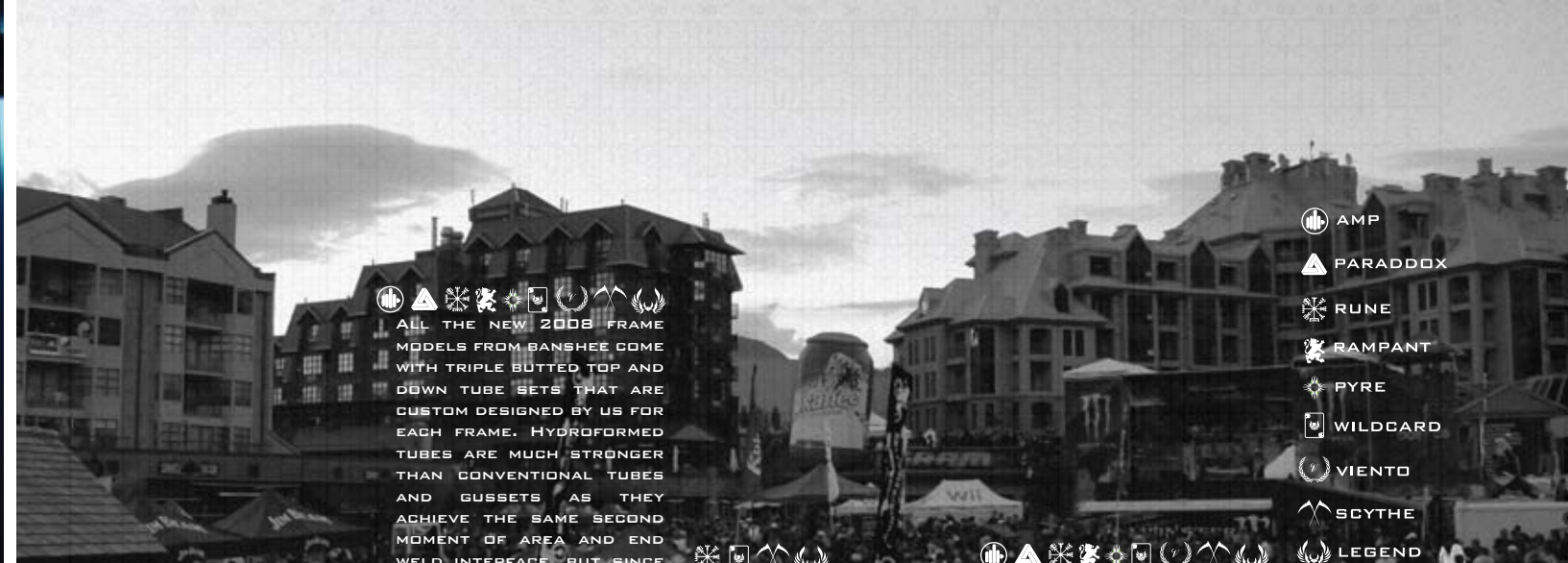
BANSHEE BIKES IS STILL A RELATIVELY YOUNG COMPANY, BUT THE PEOPLE WORKING BEHIND THE SCENES WERE PART OF THE INDUSTRY EVEN BEFORE THE BIRTH OF MOUNTAIN BIKING.

JAY MACNEIL HAS BEEN IN AND OUT OF THE INDUSTRY FOR MORE THAN 20 YEARS. HE STARTED BACK IN 1985 AT SYNCROS APPLIED TECHNOLOGY AND MANAGED THE PRODUCTION AFTER GRADUATING FROM TECHNICAL COLLEGE FOR OPERATIONS MANAGEMENT. WHEN SYNCROS WAS SOLD TO GT BICYCLES HE THEN LEFT THE INDUSTRY, WENT BACK TO SCHOOL TO GET SMARTER AND GOT CERTIFIED IN PRODUCTION AND INVENTORY MANAGEMENT. JAY HAS BEEN RIDING THE NORTH SHORE BEFORE ANYONE HAD EVEN THOUGHT OF FRONT SUSPENSION AND HAS RACED BOTH XC AND DOWNHILL BUT HIS TRUE PASSION HAS AND WILL ALWAYS BE FREERIDING.

KEITH SCOTT HAS COME UP THROUGH THE RANKS FROM WORKING IN A BIKE SHOP, THROUGH EXPERIENCE IN THE CIVIL ENGINEERING INDUSTRY, TO A MASTERS DEGREE IN MECHANICAL ENGINEERING AT A TOP UNIVERSITY WHERE HE SPECIALISED IN LINKAGE DESIGN, MATERIALS AND MANUFACTURING. AFTER SPENDING EVERY SUMMER FOR 5 YEARS IN BC AND SPENDING ONE OF THEM WORKING FOR BANSHEE AS A GROM, HE ESTABLISHED HIMSELF AS ONE OF THE MOUNTAIN BIKE DESIGNERS TO WATCH IN THE FUTURE.

KEITH LOVES THE MOUNTAINS AND THE OUTDOORS, HIS OTHER PASSIONS ARE TRAIL BUILDING, HIKING, ROCK CLIMBING AND SNOWBOARDING. HE HAS BEEN A YOUTH LEADER FOR OUTDOOR SPORTS AND HAS LEAD EXPEDITIONS THROUGH THE FRENCH AND ITALIAN ALPS.

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ALL THE NEW 2008 FRAME MODELS FROM BANSHEE COME WITH TRIPLE BUTTED TOP AND DOWN TUBE SETS THAT ARE CUSTOM DESIGNED BY US FOR EACH FRAME. HYDROFORMED TUBES ARE MUCH STRONGER THAN CONVENTIONAL TUBES AND GUSSETS AS THEY ACHIEVE THE SAME SECOND MOMENT OF AREA AND END WELD INTERFACE, BUT SINCE THERE ARE NO WELDS FOR GUSSETS THE TUBES ARE LIGHTER AND STRONGER THAN THE TUBES WE HAVE PREVIOUSLY USED. ALL THE FRAMES USE EITHER FORGED OR COLD FORM HOLLOW EXTRUSION BB SHELLS, YOKES AND PIVOT MOUNTS FOR HIGH STRENGTH TO WEIGHT RATIO.



THE ONE POINT FIVE HEADTUBE BESIDES HAVING A LARGE SURFACE FOR THE TUBES TO WELD AGAINST, AND BEING SUPER STRONG AND LIGHT FOR ITS SIZE, ALSO ALLOWS YOU TO RUN ZERO STACK HEADSETS WHICH IS GREAT FOR LOWERING THE FRONT END AND STEEPENING THE ANGLES SLIGHTLY

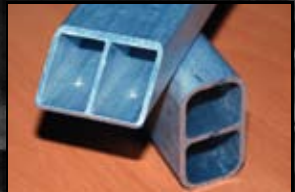


THE INTERNAL RIB IN THE CHAINSTAYS AND SEAT STAYS INCREASES THE LATERAL STIFFNESS OF THE REAR TRIANGLE. STIFF FEELS LIGHT AND EFFICIENT BECAUSE ENERGY ROBBING FRAME FLEX IS ELIMINATED. THE RIDER FEELS MORE CONFIDENCE NEGOTIATING TRICKY TECHNICAL SECTIONS.



THE SEATSTAY "SHOCK BLOCK" SWEEP HELPS TO TAKE SOME OF THE HARSHNESS OFF THE RIDE WHILE NOT COMPROMISING THE LATERAL RIGIDITY.

BANSHEE COLORWAYS
 COLOR AVAILABILITY
 VARIES MODEL TO MODEL



VIRTUAL FLOATING 4 BAR - VF4B -



- INCREDIBLY STIFF
- AMAZING PEDALING PERFORMANCE
- ANTI-SQUAT FEATURE
- ACTIVE UNDER BRAKING
- LIGHT-WEIGHT
- DAILED IN WHEELPATH
- TUNED IN LEVERAGE RATIO FOR A NICE PROGRESSIVE RISE THROUGH THE WHOLE STROKE

THE VF4B LINKAGE IS MORE THAN JUST A LINK BETWEEN THE FRONT TRIANGLE AND THE CHAINSTAY. IMAGINE IT AS A KIND OF HOLISTIC APPROACH TO DESIGNING THE SUSPENSION SYSTEM WITH THE GOAL BEING BEST IN CLASS PERFORMANCE.

ALL THE VF4B (VIRTUAL FLOATING FOUR BAR) FRAMES ARE EQUIPPED WITH NEW UNIQUE PIVOT ASSEMBLIES THAT REDUCE THE COMPLEXITY AND MAKE THE PIVOTS FAR

EASIER TO MAINTAIN, WHILST ALSO REDUCING WEIGHT AND INCREASING LATERAL STIFFNESS.

THE RUNE, RAMPANT, LEGEND, AND PYRE ALL USE IGLIDE POLYMER BEARINGS. THIS DECISION HAS NOT BEEN MADE LIGHTLY. WHAT ARE THE BENEFITS?

- INCREASED LATERAL STIFFNESS
- REDUCED WEIGHT
- REDUCED MAINTENANCE
- LOWER COSTS FOR CUSTOMERS TO REPLACE
- SELF LUBRICATING

BEARINGS ARE DESIGNED TO TAKE COMPLETE 360DEGREE ROTATIONS LIKE YOU GET IN BOTTOM BRACKETS, AND NOT ANGULAR ROTATIONS (LESS THAN 90DEGREES) LIKE YOU GET IN SUSPENSION PIVOTS. THIS MEANS THAT THE WHOLE LOAD IN BEARINGS IS CONSTANTLY WEARING OUT JUST 2 OR 3 OF THE BALL BEARINGS IN A CONVENTIONAL BEARING, WHEREAS THE POLYMER BUSHINGS WEAR EVENLY DUE TO THE DESIGN.

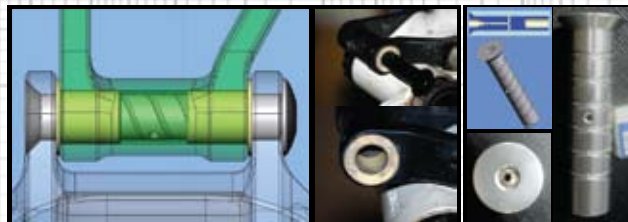


FEATURED ON THESE MODLES

- VF4B PIVOTS -

GREAT PEDALING STARTS WITH STIFFNESS. THIS IS ACHIEVED BY FIRST TRIANGULATING THE SEAT AND CHAINSTAY PIVOTS. MOVING THE ROCKER PIVOT HIGH AND A LINK PIVOT LOW ON THE SEATUBE MEANS THE FORCES HAVE LESS EFFECT ON TWISTING THE REAR SWING ARM. A TUNED REARWARD AXLE PATH AT THE START OF THE TRAVEL MEANS THE TIRE WILL BE IN CONTACT "GRIPPING" WITH THE SQUARE EDGE BUMP LONGER HELPING YOU MOVE UP THE TOUGHEST SECTIONS. THE ANTI-SQUAT DESIGN USES JUST THE RIGHT AMOUNT OF CHAIN-GROWTH FROM THE PEDAL FORCES TO COUNTER SUSPENSION BOB WHICH YOU'LL FIND MOST NOTICABLE WHEN HAMMERING OUT OF THE SADDLE. THE DESIGN STAYS FULLY ACTIVE UNDER HARD BRAKING ALLOWING IT TO STAY IN CONTACT WITH THE GROUND LONGER.

TO LEARN MORE CHECK OUT OUR WEBSITE



- VF4B AXLES -

THE AXLES FOR THE MAIN PIVOTS HAVE BEEN SPECIFICALLY DESIGNED FOR PERFORMANCE, SIMPLICITY, AND EASE OF MAINTENANCE. THIS HAS BEEN ACHIEVED BY:

- DIRECT GREASE INJECTION PORTS WITH SET SCREW GREASE ZERK
- GREASE INJECTION CAN BE DONE IN UNDER 30 SECONDS, JUST UNSCREW THE SET SCREW, INJECT GREASE, SCREW IN SET SCREW. (OBVIOUSLY THE AREA MUST BE CLEAN WHEN YOU DO THIS TO STOP GRIT GETTING IN TO THE PIVOTS)
- 3 PARTS TO THE AXLES... AXLE, BOLT AND ZERK ... THAT'S IT, WHY OVER COMPLICATE THINGS?
- DOUBLE HELICAL GROVES ON THE AXLE SURFACE TO ALLOW THE GREASE TO PUSH UNDER THE BUSHINGS.
- HARD ANODIZED FINISH TO AXLE SURFACE IMPROVES THE LIFE OF BOTH AXLES AND PIVOTS. (NOT SEEN IN PROTOTYPE AT SIDE) BASICALLY YOU INJECT THE GREASE IN THROUGH THE END OF THE AXLE AND IT FEEDS THROUGH INTO THE GAP IN THE PIVOT BETWEEN BUSHINGS DUE TO THE MACHINED GREASE PATH.

- TURNER 4 BAR

THE TURNER 4 BAR (OR FAUXBAR) SUSPENSION DESIGN USED ON THE SCYTHE AND WILDCARD COMBINES THE PREDICTABLE FEEL OF A SINGLE PIVOT AXLE PATH, WITH THE ADDED STIFFNESS OF A TRIANGULATED LINKAGE AS WELL AS GIVING THE DESIGNER MUCH MORE CONTROL OVER THE SUSPENSION LEVERAGE RATIO CURVE. THE MAIN PIVOT LOCATION HAS ALSO BEEN CALCULATED FOR EACH BIKE TO OFFER OPTIMAL PEDALING EFFICIENCY. THIS MEANS THAT WHEN COMBINED WITH BANSHEES FAMOUS INTERNALLY RIBBED CHAIN AND SEAT STAYS THESE FRAMES HAVE AN INCREDIBLY LATERALLY STIFF DESIGN, AS WELL AS A CONTROLLED AND PROGRESSIVE FEEL TO THE SUSPENSION. IN REAL WORLD TERMS THESE TRAITS RESULT IN A FRAME THAT HAS SUPPLE SUSPENSIONS ON SMALL BUMPS, FEELS BOTTOMLESS ON THE BIG HITS, AND DUE TO A LACK OF FRAME FLEX, ACCELERATES LIKE WELL... A BANSHEE!



- INCREDIBLY STIFF, STRONG, LOW MAINTENANCE DESIGN TO TAKE PUNISHMENT
- GREAT PEDALING PERFORMANCE DUE TO MAIN PIVOT LOCATION INLINE WITH CHAINLINE
- TUNED LEVERAGE RATIO TO BE PROGRESSIVE THROUGH THE TRAVEL

- WHY NOT USE THE VF4B ? -

SIMPLY THESE FRAMES [WILDCARD, SCYTHE] WILL SEE MUCH MORE ABUSE AND WILL BE TAKING LARGE DROPS. THE VF4B HAS AN ANTI-SAG COMPONENT WHICH CAUSES THE BACKEND TO FIRM UP WITH SOME INITIAL CHAIN GROWTH [PLATFORM]. CONVERSELY THOUGH DOING A LARGE DROP CREATES PEDAL KICKBACK AND THIS IS SOMETHING YOU DON'T WANT WHEN LANDING A HUGE DROP. THE VF4B BIKES JUST AREN'T REQUIRED TO TAKE THE ABUSE OR DROPS SO THATS WHY A VIRTUAL PIVOT STYLE WORKS SO GREAT FOR THEM.

FEATURED ON THESE MODLES



DH RACE

> FEATURES > SIZES: SMALL, MED, LARGE > 8.5 - 9LBS > COLORS: RED/POLISH, RAW. > REAR HUB 150 OLD
> 1.5 HEADTUBE > 83MM BB SHELL > 9.5" X 3" STROKE SHOCK > GREASABLE PIVOTS > INTERNALLY RIBBED SEAT
AND CHAINSTAYS > 8.5" OF TRAVEL



"THE LEGEND MK1 HAS ONE OF THE STIFFEST REAR TRIANGLES I HAVE RIDDEN IN A LONG TIME...IF NOT EVER. IF YOU GRAB THE REAR WHEEL AND GIVER A TUG THERE IS NO MOVEMENT. EVEN TRY TO PUSH THE REAR STAYS AROUND WITHOUT THE WHEEL IN PLACE AND YOU REALIZE JUST HOW SOLID THOSE INTERNALLY RIBBED CHAIN STAYS ARE. COMBINE THIS WITH A RIDICULOUSLY LOW COG (CENTER OF GRAVITY) AND THIS BIKE RAILS OFF-CAMBER LINES AND ROCKETS OUT OF CORNERS. GEOMETRY IS DIALED WITH A NIMBLE CHAIN STAY LENGTH AND SLACK ENOUGH HA (HEAD ANGLE) FOR THE NASTIEST OF ROCK GARDENS AND STEEPS. SUSPENSION IS SMOOTH AND CONTROLLED EVEN WITH A HACK LIKE MYSELF AT THE HELM AND BRAKES. GO AHEAD AND GRAB THAT BRAKE WAY TO LATE, YOU WILL HAVE TRACTION. WHILE ANY OF THESE FACTORS WOULD BE ENOUGH TO PUT THE LEGEND MK1 ON ANY RACER-BOYS WISH-LIST, THERE ARE A HOST OF VISUALS TO THE FRAME AS WELL. FROM THE "MACHINIST WET DREAM" CNC WORK ON THE LOWER CANDE AND RIBS TO THE BOLDLY HYDRO-FORMED TUBE JUNCTIONS. THE LEGEND MK1 IS A VISUAL EXTRAVAGANZA IN PERSON. IN SUMMARY ALL OF THESE QUALITIES MAKE THE ALL NEW LEGEND MK1 DH BIKE BY BANSHEE A PHENOMINAL RACING MACHINE WITH BEAUTIFUL LINES. I FEEL HONORED TO BE A PART OF THE ORIGINAL TESTING CREW AS I AM SURE THIS FRAME AND SUSPENSION PLATFORM WILL SEE A VERY BRIGHT FUTURE!"

JASON Q. BOONE, PH.D.
LEGEND OWNER



LEGEND MK1

PHOTO CREDIT - DEVON BALET

FREERIDE THE SCYTHER CAPTURES THE SPIRIT OF TOUGHNESS. IT WAS MADE TO BE THE TOOL OF THE TRADE FOR THE NO NONSENSE RIDER WHOSE CONCERNED MORE ABOUT STOMPING THAT TECH SECTION OF TRAIL THAN ABOUT WHAT HIS "GIRLFRIENDS" AT THE COFFEE SHOP, TALKIN TECH-WHEENIE SPEAK, THINK. BE IT SCORCHING HEAT, RAIN, SNOW, HAIL OR ICE COLD NOTHING STOPS SCYTHER RIDERS FROM GETTING TO THE TRAILS. EVERYTHING ON THIS BIKE IS ENGINEERED TO LET YOU RIDE IT HARD, WITHSTAND THE ELEMENTS, ALL WITH MINIMAL MAINTENANCE... YOU DON'T NEED TO TREAT THIS BIKE WITH ANY RESPECT, BUT YOU CAN ALWAYS COUNT ON IT TO GET YOU HOME.



" [THE] SCYTHER HAS THE VERSATILITY I DEMAND IN A FR BIKE... NIMBLE, STRONG AND STILL LIGHT, ANOTHER SUPERB BIKE FROM BANSHEE. " SCOTT IN SYDNEY, AUSTRALIA SCYTHER OWNER.



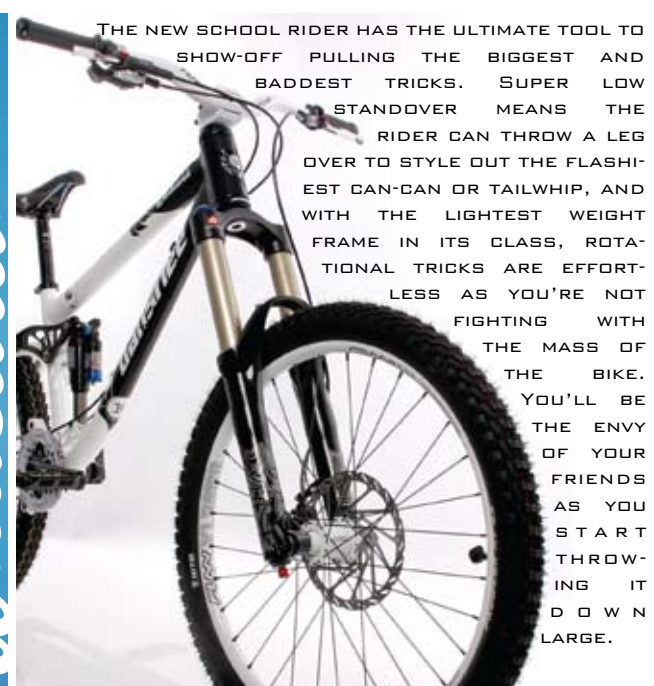
> FEATURES > TRAVEL: 7 OR 8" > WEIGHT: 9LBS > SIZES: SMALL, MEDIUM, LARGE > COLORS: BLACK/POLISH, WHITE, RAW, AND BLACK > SHOCK: DHX5.0 COIL > BUILDKIT: FREERIDE KITS > HEADTUBE: 1.5" > OLD: 150MM REAR HUB SPACING > DH OR FREERIDE SETTING CHANGES GEOMETRY > MAXLE COMPATIBLE > TUBASET: 7005AL BANSHEE CUSTOM DESIGNED HYDROFORMED



PHOTO CREDIT: STEPHEN WILLENBANG
RIDER: GRANT ALLEN BROOKING OVER THE TREE BRANCH



BORN TO BE IN THE SPOTLIGHT.



THE NEW SCHOOL RIDER HAS THE ULTIMATE TOOL TO SHOW-OFF PULLING THE BIGGEST AND BADDEST TRICKS. SUPER LOW STANDOVER MEANS THE RIDER CAN THROW A LEG OVER TO STYLE OUT THE FLASHIEST CAN-CAN OR TAILWHIP, AND WITH THE LIGHTEST WEIGHT FRAME IN ITS CLASS, ROTATIONAL TRICKS ARE EFFORTLESS AS YOU'RE NOT FIGHTING WITH THE MASS OF THE BIKE. YOU'LL BE THE ENVY OF YOUR FRIENDS AS YOU START THROWING IT DOWN LARGE.

Wildcard

BRED TO BE ON TOP OF THE BOX.

SLOPESTYLE, FREERIDE
> FEATURES > TRAVEL: 5" OR 6.5" ADJUSTABLE > WEIGHT: 7.5LBS > SIZES: SMALL, MEDIUM, LARGE > COLORS: TEAM BLACK/WHITE, RED, BLACK, MANGO > SHOCK: DHX AIR, DHX5.0 COIL > HEADTUBE: 1.5" > OLD: 135MM REAR HUB SPACING > STANDOVER: 27.5" SUPER LOW FOR TRICKS > TUBASET: 7005AL BANSHEE CUSTOM DESIGNED HYDROFORMED

"THE WILDCARD HAD LITTLE TO NO LEARNING CURVE FOR ME. NO MATTER WHAT I RODE, FROM DJS TO AM, THE BIKE JUST TOOK IT ALL IN."
BRIAN - RIDER FROM SINGAPORE - WILDCARD OWNER



ALLMOUNTAIN, FREERIDE LIGHT

FOR THOSE THAT DARE TO SEE WHATS ON THE OTHER SIDE THE MOUNTAIN. THE RUNE WAS MADE FOR THE WEEKEND ADVENTURER TO EXPLORE THE BACK COUNTRY. ESCAPE THE MADNESS OF THE CITIES AND URBAN SPRAWL AND RETURN TO NATURE, RESTORE YOUR INNER PEACE AND GO TO THE PLACES MOST PEOPLE WILL NEVER SEE. THIS STURDY FRAME WITH AMAZING PEDALLING QUALITIES WILL KEEP YOU GOING ALL DAY AND GET YOU EASILY DOWN THE STEEPEST MOUNTAIN WHEN ITS TIME TO COME HOME.

- > FEATURES > TRAVEL: 6" VIRTUAL FLOATING 4BAR >
- WEIGHT: 7.2LBS > SIZES: SMALL, MEDIUM, LARGE, XTRA >
- COLORS: TEAM BLACK/POLISH, GOLD, BLACK, WHITE >
- SHOCK: DHX AIR, DHX5.0 COIL > HEADTUBE: 1.5" > OLD: 135MM REAR HUB SPACING > CHAINGUIDE: YES (ISCG2005)
- > TUBESET: 7005AL BANSHEE CUSTOM DESIGNED HYDRO-FORMED

"YOU CAN RIDE THE RUNE CONFIDENTLY, WHEREVER YOU WANT, BUILT HOWEVER YOU WANT, AND YOU CAN TRUST THAT IT WILL WORK."

MARK WELLS
RUNE OWNER.



OUT OF THE & TO THE BASEMENT & WOODS



“IT MAKES RIDING THAT MUCH MORE FUN, THE ACCELERATION AND RESPONSE LETS ME MOVE THE BIKE LIKE NO OTHER BIKE I HAVE PREVIOUSLY OWNED. THERE'S NOTHING MORE I COULD ASK FOR FROM A 4INCH BIKE, IT'S MADE TO GO FAST, CORNER HARD AND THROW DOWN THE LATEST TRICKS.”

ALAN HEPBURN
RAMPANT OWNER

BLUE SHIRT... CHECK
ARMS CROSSED ... CHECK

I'M ON A
LEASH

BREAK AWAY
FROM THE PACK!



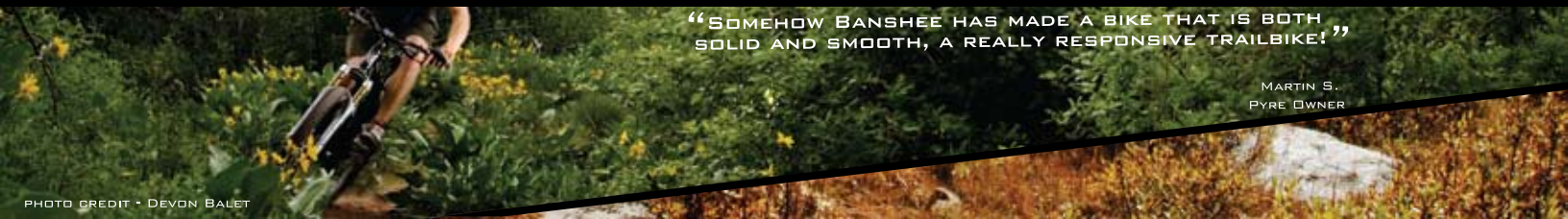
4X, DUAL SLALOM

BIG THINGS CAN SOMETIMES COME IN SMALL PACKAGES, AND THE RAMPANT 4X HAS THE HEART OF A TRUE CHAMPION. THIS COMPETITION 4X/DUAL SLALOM FRAME PROVIDES A FIRM PEDAL STROKE AS SOON AS YOU STAND ON IT AT THE GATE AND WILL GET YOU MA HOLESHOT EVERYTIME. ONCE YOUR UP TO SPEED JUST LET IT RUN AND ENJOY THE FIRM BUT SUPPLE FEEL AS IT EATS UP THE ROUGHEST COURSE. DESIGNED WITH SPECIFIC 4X/DUAL SLALOM GEOMETRY WITH NO COMPROMISING.



- > FEATURES > TRAVEL: 4.0"
- VIRTUAL FLOATING 4BAR >
- WEIGHT: 6LBS > SIZES: SHORT, LONG >
- COLORS: RAW, RED/WHT TEAM >
- SHOCK: LOW VOLUME >
- HEADTUBE: 1-1/8" > OLD: 135MM
- REAR HUB SPACING > TUBASET: 700SAL
- BANSHEE CUSTOM DESIGNED
- HYDROFORMED

rampant



“SOMEHOW BANSHEE HAS MADE A BIKE THAT IS BOTH SOLID AND SMOOTH, A REALLY RESPONSIVE TRAILBIKE!”

MARTIN S.
PYRE OWNER



TRAIL
YOU LIKE TO RACE ON OCCASION, YOU LIKE TO EXPLORE, BUT MOSTLY YOU FEEL ONE SHOULD PAY TO PLAY; IT'S THE BURN IN THE LEGS AND THE SWEAT THAT POURS DOWN YOUR FACE THAT SAYS YOU ARE DESERVING - SOMETHING THE GRAVITY RIDER WILL NEVER UNDERSTAND. THE PYRE WILL GET YOU TO THE TOP WITH ENERGY TO SPARE AND LET YOU OWN THE GRAVITY SET ON THE WAY DOWN AS YOU PASS THE SHOOKED BUNCH OF RIDERS ON THEIR 8+ INCH BIKES... SOUNDS TO GOOD TO BELIEVE? THE PYRE IS UP TO THE TASK

- > FEATURES > TRAVEL: 4.5" VIRTUAL FLOATING 4BAR
- > WEIGHT: 5LBS > SIZES: SMALL, MEDIUM, LARGE, XTRA
- > COLORS: BLACK, WHITE, TEAM RED/WHITE, MERCURY
- > SHOCK: RP23 > HEADTUBE: 1-1/8" > OLD: 135MM REAR HUB SPACING
- > TUBESSET: 7005AL BANSHEE CUSTOM DESIGNED HYDROFORMED





“ A SOLID QUICK AND NIMBLE 29R DESIGNED AROUND THE 120MM REBA.
 ITS THE ULTIMATE ALLMOUNTAIN HARDTAIL AND BUILT LIKE A BANSHEE ”
 JAY MACNEIL
 ONE OF THE FIRST TO RIDE A PARADOX, BUT DEFINITELY NOT THE LAST.

BIG BOY ROTORS

FUTURISTIC

RIDER - STIJN

ALL MOUNTAIN

- > SIZES: MED, LARGE, EXTRA
- > COLORS: TEAM ORANGE, TEAM BLACK/WHITE,
- > FEATURES: SHOCK BLOCK SWEEPING SEATSTAYS, TO SOFTEN THE RIDE >
- INTERNALLY RIBBED SEATSTAYS AND CHAINSTAYS > HAMMERSCHMIDT COMPATIBLE -
- ISCC05 > 17 CHAINSTAYS BUT STILL CAPABLE OF RUNNING THE LARGEST 2.4 TIRE
- > ACCEPTS ADJUSTABLE SEATPOST LIKE THE JOPLIN > BUILT DESIGNED AROUND
- CORRECTED 120MM FOR

THE PARADOX WAS BORN OUT OF THE SCIROCCO FRAME WHICH IS AN INCREDIBLY EFFICIENT PEDALLER WITH ITS INTERNALLY RIBBED SEAT AND CHAINSTAY. IN A WORLD OF FLY WEIGHT 29R'S BANSHEE KNEW WE COULD MAKE A SIGNIFICANT CONTRIBUTION WITH THIS UNIQUE BIKE.



NOT LIKE EVERYONE ELSE'S 29R



RIDER - STIJN

“ THE VIENTO IS A POWERHOUSE CLIMBING MACHINE THAT CAN STILL HOLD IT'S OWN ON THE WAY DOWN ”

> FEATURES > WEIGHT: 4.2LBS > SIZES: SMALL, MEDIUM, LARGE, XTRA
> COLORS: TEAM RED/WHITE, WHITE, BLACK, MERCURY > HEADTUBE:
1-1/8" HOURGLASS SHAPE > OLD: 1.35MM REAR HUB SPACING >
INTERNALLY RIBBED SEAT AND CHAINSTAY > SHOCK BLOCK SWEEPING
SEATSTAYS > TUBESET: 7005AL BANSHEE CUSTOM DESIGNED
HYDROFORMED

TRAIL

THE FASTEST BANSHEE WE MAKE. ALTHOUGH ITS CLASSIFIED AS AN ALL MOUNTAIN BIKE BECAUSE OF ITS ABILITY TO TAKE ABUSE, AT A LIGHT BUILD OF 23LBS IT WILL STILL GET YOU TO THE TOP FASTER THAN OTHER BRANDS LIGHTER XC RACE BIKES - WHY?... WELL THE INTERNAL RIBBED SEAT AND CHAINSTAYS ARE VIRTUALLY FLEX PROOF SO ALL YOUR ENERGY DRIVES THE REAR TIRE FORWARD. IN ADDITION, WHEN WE BUILD A BIKE WE START WITH THE ERGONOMICS OF THE RIDER AND WITH YEARS DESIGNING AND RACING ROAD BIKES OUR DESIGNER/ENGINEERS KNOW HOW TO MAKE A VERY FAST BIKE - JUST ASK FEDERICO, EUROPE'S XC AMATEUR CHAMPION.

LINDEN CARLSON
VIENTO OWNER





PHOTO CREDIT - JASON NIXON | SICKLINES.COM

“ IN THE AIR [THE AMP] IS JUST CRAZINESS... SO FLICKABLE. ”

- GUILLAUME BOSSU
AMP OWNER



DJ & STREET

- > FEATURES > SIZES: SHORT, LONG > COLORS: TEAM RED/WHITE OR RAW > 10MM x 135 OLD HUB
- > HORIZONTAL DROPOUTS > INTERNALLY RIBBED SEAT AND CHAINSTAYS > ISC6 2005 CHAINTABS
- > CUSTOM HYDROFORMED TUBESET > 24" OR 26" WHEEL COMPATIBLE > INTEGRATED HEADSET
- > SUPER COMPACT > SUPER LOW STANDOVER > HORIZONTAL DROPOUTS WILL ACCEPT CHAINTUGS

THE AMP IS THE SPARK YOU NEED TO HIT THE BIG SET. STRONG, LIGHT, TIGHT AND TOTALLY DIALED FOR THE DJ'R, ITS PURPOSE IS FOR ONE THING - TO GIVE YOU THE BEST ADVANTAGE TO STOMP THE TRICK YOU'VE BEEN TRYING TO NAIL FOR MONTHS. SUPER COMPACT FOR ROTATIONS AND LOW STANDOVER FOR GANS AND WHIPS, YOU'LL FEEL LIKE YOU'RE CHEATING



PHOTO CREDIT - GUILLAUME BOSSU

GEOMETRY -----

>LEGEND SPECS

TIRE SIZE	TRAVEL	FORK	HA	SA	BB
26x2.5"	8.5"	570 _{MM ATA}	64	70.5	14.0"
SIZE:	S	M	L		
TOP TUBE:	21.9"	23.3"	24.5"		
SEAT TUBE:	15"	15.75"	16.5"		
CHAINSTAY:	440	440	440		
STANDOVER:	707	707	707		
WHEELBASE:	1145	1165	1196		
HEAD TUBE:	1.5"				
SEATPOST DIA:	30.9MM				
BB SHELL:	83MM - ISIS DRIVE 128MM				
CHAINLINE:	56MM				
SHOCK:	9.5x3.0" [COIL SIDE 22.2MM X 8MM] [DAMPER 22.2MM X 8MM]				
SUGGESTED SAG:	33%				

>SCYTHE SPECS

TIRE	TRAVEL	FORK	HA	SA	BB
26x2.5"	FR 7"	7"	66.5	71.5	14.4"
26x2.5"	FR 8"	7"	67.5	72.5	14.8"
26x2.5"	DH 7"	8"	65	70	14.5"
26x2.5"	DH 8"	8"	66	71	15.1"
SIZE:	S	M	L		
TOP TUBE:	21.9"	22.4"	23.3"		
SEAT TUBE:	15"	15.7"	16.5"		
CHAINSTAY:	440-446MM				
STANDOVER:	730-760	755-785	770-800MM		
WHEELBASE:	44-44.6"	44.5-45.2	45-45.8"		
REAR HUB SPACING	150MM OLD				
REAR AXLE SIZE:	12MM				
HEAD TUBE:	1.5"				
SEATPOST DIA:	30.0MM				
FD CLAMP DIA:	34.9MM				
BB SHELL:	68MM - ISIS 118MM				
CHAINLINE:	50-51MM				
SHOCK:	8.875" x 2.75"				
SHOCK TYPE:	COIL				
SUGGESTED SAG:	20%-30%FR / 30%DH				

>WILDCARD SPECS

TIRE SIZE	TRAVEL	FORK	HA	SA	BB
26x2.5"	6.5"	7"	67	73	14.5"
26x2.5"	6.5"	6"	68	74	14.1"
26x2.5"	5"	6"	67	73	13.9"
26x2.5"	5"	5"	68	74	13.5"
(7" FORK WITH 565MM AXLE-CROWN FORK)(6" 545MM)					
SIZE:	S	M	L		
TOP TUBE:	21.9"	23.1"	24.3"		
SEAT TUBE:	14.5"	15"	16"		
CHAINSTAY:	16.8"				
STANDOVER:	697/722	699/724	700/726MM		
WHEELBASE:	1104	1135	1164MM		
HEAD TUBE:	1.5"				
SEATPOST DIA:	30.0MM				
BB SHELL:	68MM				
CHAINLINE:	50-51MM				
CHAINGUIDE:	ISCG 2005				
SHOCK:	7.875" x 2.25"				
SHOCK TYPE:	LARGE VOLUME AIR OR COIL				
SUGGESTED SAG:	15% - 25%				

>RUNE SPEC

TIRE SIZE	TRAVEL	FORK	HA	SA	BB
26x2.5"	6"		67	71	14.1"
SIZE:	S	M	L	XL	
TOP TUBE:	22"	23"	24"	25"	
SEAT TUBE:	15"	16.5"	18"	19.5"	
CHAINSTAY:	440MM				
STANDOVER:	730	760	785	812MM	
WHEELBASE:	1090	1120	1145	1170MM	
HEAD TUBE:	1.5"				
SEATPOST DIA:	30.9MM				
BB SHELL:	73MM - ISIS 118MM				
CHAINLINE:	50-51MM				
CHAINGUIDE:	ISCG 2005				
SHOCK:	7.875" x 2.25"				
SHOCK TYPE:	LARGE VOLUME AIR OR COIL				
SUGGESTED SAG:	15% - 20%				

>RAMPANT SPECS

TIRE SIZE	TRAVEL	FORK	HA
26x2.3"	4"	4"	69
SA	BB		
70	13.0"		
SIZE:	S	L	
TOP TUBE:	565	590MM	
CHAINSTAY:	420MM		
STANDOVER:	675	678MM	
WHEELBASE:	1056	1081MM	
HEAD TUBE:	1.125"		
SEATPOST DIA:	30.9MM		
BB SHELL:	73MM		
CHAINLINE:	50-51MM		
CHAINGUIDE:	ISCG2005		
SHOCK:	6.5" x 1.5"		
SHOCK TYPE:	LOW VOLUME AIR		
SUGGESTED SAG:	5%-15%		

>PYRE SPECS

TIRE SIZE	TRAVEL	FORK	HA	SA	BB
26x2.3"	4.5"	4"	71	76	12.9"
SIZE:	S	M	L	XL	
TOP TUBE:	22.2"	23"	23.8"	24.6"	
SEAT TUBE:	16"	17.5"	19"	21"	
CHAINSTAY:	425	425	425	425MM	
STANDOVER:	690	720	755	805MM	
WHEELBASE:	1090	1106	1147	1172MM	
HEAD TUBE:	1.125"				
SEATPOST DIA:	30.9MM				
BB SHELL:	68MM - ISIS 113MM				
CHAINLINE:	49MM				
SHOCK:	7.5" x 2.0" SMALL, MEDIUM				
SHOCK:	7.875" x 2.25" LARGE, XL				
SHOCK TYPE:	LOW VOLUME AIR				
SUGGESTED SAG:	15%				

>PARADOX

SIZE	M	L	XL
SEAT TUBE	17	19.5	22
TOP TUBE	23.2"	24.2"	25.3
REAR HUB SPACING	135MM OLD		
REAR DROPOUT AXLE SIZE	10MM	10MM	10MM
HEAD TUBE LENGTH	4.3	4.3	4.3
HEAD ANGLE 120MM 09 REBA	69.5	69.5	69.5
EFFECTIVE SEAT ANGLE	72	72	72
HEADSET	1.125"		
CHAINLINE	49MM	49MM	49MM

>VIENTO SPECS

TIRE SIZE	FORK	HA	SA	BB
26x2.3"	4"	70	72	11.8"
SIZE:	S	M	L	XL
TOP TUBE:	22.6"	23.2"	24.0"	24.6"
SEAT TUBE:	16"	17.5"	19"	21"
CHAINSTAY:	420MM			
STANDOVER:	680	715	750	785MM
WHEELBASE:	1044	1059	1080	1097MM
HEAD TUBE:	1.125"			
SEATPOST DIA:	27.2MM			
CHAINLINE:	49MM			

>AMP SPECS

SIZE	REGULAR	LONG
TO FIT RIDER HEIGHT	<5'10"	>5'10"
TOP TUBE	22.8"	23.8"
MAX TIRE CLEARANCE	26" x 2.3"	26" x 2.3"
REAR HUB SPACING	135OLD	135OLD
REAR DROPOUT AXLE	10MM HOR.	10MM HOR.
HEAD TUBE LENGTH	110MM	110MM
CHAINSTAY	15.7-16.7"	15.7-16.7"
WHEELBASE	1024-1049MM	1048-1073MM
STANDOVER	625MM	627MM
HEADSET	1.125" INTEGRATED	1.125" INTEGRATED
SEATPOST DIA	30.9MM	30.9MM
BB	73MM	73MM
CHAINLINE	50-51MM	50-51MM
CHAINGUIDE	ISCG 2005	ISCG 2005

* GEOMETRY INFORMATION IS EXTENSIVE, PLEASE VISIT WWW.BANSHEEBIKES.COM FOR FURTHER INFORMATION.

STOKED ON RIDING, RIDING TO GET STOKED.

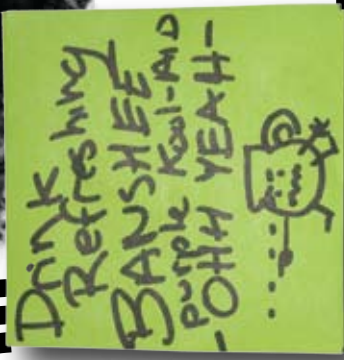




SCOTT
THE RIPPER



RIDE THIS HIT THAT
SHIPPED THIS
RIP THAT



DRINK UP
ONLY BECOME AN
AUTHORIZED BANSHEE
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