

Niner Introduces Full Carbon BSB 9 RDO Cyclocross Bike & Updated JET9 RDO w/ Limited Edition Build

posted by Tyler Benedict - June 17, 2014 - 11am EDT



It's been teased, and people have been building AIR9 Carbon hardtails with drop bars for years. And there's enough Niner employees that race 'cross that it needed to happen. After all, the [RLT9 gravel road bike](#) proved they could translate their mountain bike heritage into something new.

The introduction of the new Niner BSB 9 RDO gave them an opportunity to introduce a new carbon fiber frame production process, too. Called Carbon Compaction System, it uses a pre-shaped styrofoam mold that the carbon is laid up around. This provides them with the shape they want and a firm platform to build each frame part around. The benefits are multiple: First, it sets the carbon in the exact position it should be in without any shifting from a bladder inflating after layup. Second, it means less excess resin pooling inside the frame, so less weight and waste. Third, it makes for a perfectly smooth inside wall with no wrinkles or fibrous looseness. This means fewer opportunities for weak spots.

Technically, there's still a bladder around the styrofoam that's inflated to fully compress the carbon against the outer, metal mold for proper compaction. But starting with the firm styrofoam core gets them very, very close to the final shape – much closer than wrapping around a floppy silicone core. Once heat molded and cured, the styrofoam molds shrink to less than half during the process and are simply pulled out and discarded. The whole design means they have more control over the process which leads to more precise construction.

Of course, they also had to come up with a cool name. The Niner BSB means...

NINER BSB 9 RDO – BLOOD, SWEAT, BEERS



Starting at the front, the fork is an RDO version of what was introduced on the RLT, but with a thru axle. It's still a 400mm axle-to-crown and 45mm offset. Weight is 530g, same as the RLT. The Maxle adds 60g, about the same as a decent skewer. The shaping is a bit different, though, with flatter edges than the RLT version.



The benefit is increased stiffness laterally for a racier feel. It also benefits disc brake performance -or, rather, non-braking performance- by reducing the likelihood of rotor rub under hard, side-to-side-rocking sprints and hard cornering. It's built for 140mm and 160mm rotors. Like it? They're considering offering it aftermarket for use on any bike.



Tire clearance looks to be wide open for up to 42c (we're confirming).



The front triangle shares a lot of design cues from the AIR9 RDO but with streamlined tube shapes for a limber appearance. Ridges on the sides keep it laterally stiff, but the flattened sections are designed to allow vertical flex to smooth out the ride.

The cable routing follows the RLT's downtube entry ports, something you're likely to see on more and more models moving forward. Since it's not running through the head badge, they've got a new chromed '9' logo badge. Cable ports are new rubber grommets available for either mechanical or electronic drivetrains, as well as solid plugs.



Shifting will run full length internal cable housing...another thing you'll see on more models. Unless you get the Di2 equipped models. All frames are electronic/mechanical ready with compatibility for internal seatpost batteries. (Note: The SRAM equipped bike shown in some pics is the build for their sponsored Team CLIF riders, not one available to purchase.)



The rear brake hose/cable runs on the lower side of the downtube, which should be out of the way when shouldering the bike and grabbing the downtube.

Niner stuck with the tried and true quick release for the rear. They, and the riders they polled, preferred the lighter weight and quicker wheel changes afforded by it, and it didn't show measurable improvements in stiffness or performance with a thru axle in testing.



The bottom bracket is PFBB30 with an open shell design. This means easier cable and wire routing, but no BioCentric EBB compatibility.







The top tube flows into the seatstays, which curve into the chainstays. The front triangle is molded as a single piece, then each chainstay is molded past the rear axle and up to where the decal stripe is on the seatstay. The rest of the seatstay is another piece. Seatpost is 27.2 to save weight and keep it comfy.



They used ultra-thin decals and a lightweight satin clear coat finish with minimal paint to save weight. The result is a size 56 frame with a claimed weight just under 1,000g as a bare frame with no hardware. Complete bikes came in at 17.86lb (8.1kg) for the top level Ultegra Di2 build. The team bike came in at impressive 15.59lb (7.07kg) with the new SRAM Red Hydro-R disc brakes and prototype Kappius Components tubular wheels.



Geometry compared to RLT is as follows. Headtubes are a little lower to put you in a racier position. Head tube angles are about half a degree steeper across the size range, chainstays are 425mm (10mm shorter than RLT) and BB height is 2-3mm taller to keep the pedals from hitting over obstacles and in the corners while you continue to hammer away.

	(A) TT LENGTH	(B) SEAT TUBE LENGTH	(C) CHAINSTAY LENGTH ACTUAL	(D) HORIZONTAL CHAINSTAY	(E) FRONT CENTER	(F) WHEELBASE	(G) BB DROP	(H) HEADTUBE LENGTH	(I) HEADTUBE ANGLE	(J) SEATTUBE ANGLE	(K) FORK RAKE	(L) STANDOVER HEIGHT	(M) REACH	(N) STACK
47cm	510	470	425	420	577	993	68.0	100	70.5°	74.5°	45.0°	721	363	529
50cm	525	500	425	420	583	999	68.0	115	71.0°	74.0°	45.0°	745	369	545
53cm	545	530	425	420	594	1010	68.0	135	71.5°	73.5°	45.0°	769	377	565
56cm	565	560	425	420	610	1028	65.0	155	72.0°	73.5°	45.0°	797	393	582
59cm	585	590	425	420	620	1037	65.0	175	72.5°	73.0°	45.0°	823	401	603
62cm	605	620	425	420	634	1052	65.0	195	72.5°	72.5°	45.0°	848	409	622
47cm	20.1	18.5	16.7	16.5	22.7	39.1	2.7	3.9	70.5	74.5°	45.0	28.4	14.3	20.8
50cm	20.7	19.7	16.7	16.5	23.0	39.3	2.7	4.5	71.0	74.0°	45.0	29.3	14.5	21.5
53cm	21.5	20.9	16.7	16.5	23.4	39.8	2.7	5.3	71.5	73.5°	45.0	30.3	14.9	22.2
56cm	22.2	22.0	16.7	16.5	24.0	40.5	2.6	6.1	72.0	73.5°	45.0	31.4	15.5	22.9
59cm	23.0	23.2	16.7	16.5	24.4	40.8	2.6	6.9	72.5	73.0°	45.0	32.4	15.8	23.7
62cm	23.8	24.4	16.7	16.5	25.0	41.4	2.6	7.7	72.5	72.5°	45.0	33.4	16.1	24.5

They'll be available in 3cm size increments: 47/50/53/56/59/62. Click image to enlarge for geometry chart (above) and build specs (below).

5-STAR ULTEGRA D12 HYDRO		4-STAR ULTEGRA HYDRO		2-STAR 105	
FRAME	5-STAR FULL CARBON FIBER, 100% RDO	FRAME	4-STAR FULL CARBON FIBER, 100% RDO	FRAME	2-STAR FULL CARBON FIBER, 100% RDO
HEADSET	SHIMANO 100mm EXPLORE HEADSET, 100mm EXPLORE HEADSET	HEADSET	SHIMANO 100mm EXPLORE HEADSET, 100mm EXPLORE HEADSET	HEADSET	SHIMANO 100mm EXPLORE HEADSET, 100mm EXPLORE HEADSET
STEM	SHIMANO 100mm EXPLORE STEM, 100mm EXPLORE STEM	STEM	SHIMANO 100mm EXPLORE STEM, 100mm EXPLORE STEM	STEM	SHIMANO 100mm EXPLORE STEM, 100mm EXPLORE STEM
HANDLEBARS	SHIMANO 100mm EXPLORE HANDLEBARS, 100mm EXPLORE HANDLEBARS	HANDLEBARS	SHIMANO 100mm EXPLORE HANDLEBARS, 100mm EXPLORE HANDLEBARS	HANDLEBARS	SHIMANO 100mm EXPLORE HANDLEBARS, 100mm EXPLORE HANDLEBARS
GRIP	SHIMANO 100mm EXPLORE GRIP, 100mm EXPLORE GRIP	GRIP	SHIMANO 100mm EXPLORE GRIP, 100mm EXPLORE GRIP	GRIP	SHIMANO 100mm EXPLORE GRIP, 100mm EXPLORE GRIP
SEATPOST	SHIMANO 100mm EXPLORE SEATPOST, 100mm EXPLORE SEATPOST	SEATPOST	SHIMANO 100mm EXPLORE SEATPOST, 100mm EXPLORE SEATPOST	SEATPOST	SHIMANO 100mm EXPLORE SEATPOST, 100mm EXPLORE SEATPOST
SEAT	SHIMANO 100mm EXPLORE SEAT, 100mm EXPLORE SEAT	SEAT	SHIMANO 100mm EXPLORE SEAT, 100mm EXPLORE SEAT	SEAT	SHIMANO 100mm EXPLORE SEAT, 100mm EXPLORE SEAT
CRANKSET	SHIMANO 100mm EXPLORE CRANKSET, 100mm EXPLORE CRANKSET	CRANKSET	SHIMANO 100mm EXPLORE CRANKSET, 100mm EXPLORE CRANKSET	CRANKSET	SHIMANO 100mm EXPLORE CRANKSET, 100mm EXPLORE CRANKSET
REAR DERAILLEUR	SHIMANO 100mm EXPLORE REAR DERAILLEUR, 100mm EXPLORE REAR DERAILLEUR	REAR DERAILLEUR	SHIMANO 100mm EXPLORE REAR DERAILLEUR, 100mm EXPLORE REAR DERAILLEUR	REAR DERAILLEUR	SHIMANO 100mm EXPLORE REAR DERAILLEUR, 100mm EXPLORE REAR DERAILLEUR
FRONT DERAILLEUR	SHIMANO 100mm EXPLORE FRONT DERAILLEUR, 100mm EXPLORE FRONT DERAILLEUR	FRONT DERAILLEUR	SHIMANO 100mm EXPLORE FRONT DERAILLEUR, 100mm EXPLORE FRONT DERAILLEUR	FRONT DERAILLEUR	SHIMANO 100mm EXPLORE FRONT DERAILLEUR, 100mm EXPLORE FRONT DERAILLEUR
SHIFTERS	SHIMANO 100mm EXPLORE SHIFTERS, 100mm EXPLORE SHIFTERS	SHIFTERS	SHIMANO 100mm EXPLORE SHIFTERS, 100mm EXPLORE SHIFTERS	SHIFTERS	SHIMANO 100mm EXPLORE SHIFTERS, 100mm EXPLORE SHIFTERS
SHIFTER CABLES	SHIMANO 100mm EXPLORE SHIFTER CABLES, 100mm EXPLORE SHIFTER CABLES	SHIFTER CABLES	SHIMANO 100mm EXPLORE SHIFTER CABLES, 100mm EXPLORE SHIFTER CABLES	SHIFTER CABLES	SHIMANO 100mm EXPLORE SHIFTER CABLES, 100mm EXPLORE SHIFTER CABLES
REAR HUB	SHIMANO 100mm EXPLORE REAR HUB, 100mm EXPLORE REAR HUB	REAR HUB	SHIMANO 100mm EXPLORE REAR HUB, 100mm EXPLORE REAR HUB	REAR HUB	SHIMANO 100mm EXPLORE REAR HUB, 100mm EXPLORE REAR HUB
FRONT HUB	SHIMANO 100mm EXPLORE FRONT HUB, 100mm EXPLORE FRONT HUB	FRONT HUB	SHIMANO 100mm EXPLORE FRONT HUB, 100mm EXPLORE FRONT HUB	FRONT HUB	SHIMANO 100mm EXPLORE FRONT HUB, 100mm EXPLORE FRONT HUB
REAR WHEEL	SHIMANO 100mm EXPLORE REAR WHEEL, 100mm EXPLORE REAR WHEEL	REAR WHEEL	SHIMANO 100mm EXPLORE REAR WHEEL, 100mm EXPLORE REAR WHEEL	REAR WHEEL	SHIMANO 100mm EXPLORE REAR WHEEL, 100mm EXPLORE REAR WHEEL
FRONT WHEEL	SHIMANO 100mm EXPLORE FRONT WHEEL, 100mm EXPLORE FRONT WHEEL	FRONT WHEEL	SHIMANO 100mm EXPLORE FRONT WHEEL, 100mm EXPLORE FRONT WHEEL	FRONT WHEEL	SHIMANO 100mm EXPLORE FRONT WHEEL, 100mm EXPLORE FRONT WHEEL
SPACERS	SHIMANO 100mm EXPLORE SPACERS, 100mm EXPLORE SPACERS	SPACERS	SHIMANO 100mm EXPLORE SPACERS, 100mm EXPLORE SPACERS	SPACERS	SHIMANO 100mm EXPLORE SPACERS, 100mm EXPLORE SPACERS
TIRES	SHIMANO 100mm EXPLORE TIRES, 100mm EXPLORE TIRES	TIRES	SHIMANO 100mm EXPLORE TIRES, 100mm EXPLORE TIRES	TIRES	SHIMANO 100mm EXPLORE TIRES, 100mm EXPLORE TIRES
TOOLS	SHIMANO 100mm EXPLORE TOOLS, 100mm EXPLORE TOOLS	TOOLS	SHIMANO 100mm EXPLORE TOOLS, 100mm EXPLORE TOOLS	TOOLS	SHIMANO 100mm EXPLORE TOOLS, 100mm EXPLORE TOOLS

At launch, they'll offer three builds. Conspicuously missing is a 3-Star build, hinting at another option soon. It's also worth noting that as their flagship RDO model, it's possible we'll see a non-RDO carbon fiber version down the road. Pricing for the three builds shown are \$6,499 (5-star), \$4,399 (4-star) and \$2,999 (2-star).



A frameset with headset, seat collar, frame and fork is \$2,299. All should be available in time for the 2014/15 cyclocross season.