Since Whyte began in 1999, our motto has been “performance by design”. Our core R&D team, based in the Cotswolds, live, ride, test and design on the same roads and trails that you ride, and most importantly, in the same conditions - often worse. We know what it’s like to be wet and cold and struggling to operate a seat-post quick release with frozen fingers - that’s why you’ll see that ours has a bigger lever than anyone else’s. It’s also why you’ll find Crud-Catcher mounts on our mountain bikes (we’ve spent too many afternoons picking grit out of our eyes after lunchtime rides raining), and it’s why we’ve taken a unique approach to geometry, designed to inspire confidence in all conditions on all different types of terrain.

We don’t just stick to the UK though - our race teams compete on existing and prototype Whyte bikes across the globe, from the European gravity enduro circuit to endurance races in Nepal. It’s all valuable feedback that allows us to constantly improve our designs and make Whyte bikes better each year.

Whether we’re riding or perfecting new products in the workshop, we like to push the limits of what’s possible, starting with a clean slate and approaching problems logically, with the aim of creating bikes that we all want to ride and that will make you faster, more confident, and have more fun, whilst requiring as little maintenance as possible. It’s an approach that has seen us win a string of magazine tests and industry awards, culminating in the prestigious UK Trail Bike of the Year Award in 2013.

We could go on, but the proof is in the riding - join us at one of our UK wide demo days to find out for yourself.
WHYTE GEOMETRY
MUCH MORE THAN JUST NUMBERS

When we talk about a bicycle’s geometry, we’re talking about the angles and measurements that determine where the rider is positioned between the wheels, and how the bike connects with the ground. It might sound dull, but it’s something we get very excited about at Whyte, and with good reason: more than the components or the frame material, a bike’s geometry defines the way it rides. We believe our geometry is the best out there and what sets Whyte apart from the competition in every category. Judging by the reviews, we’re right.

The Whyte formula has been 15 years in the making: it’s a formula that inspires confidence in beginners and casual cyclists alike, whilst allowing our expert race teams to perform to the absolute limits of their ability. As such, confidence is our ultimate goal when we’re designing a bike: whether you’re cruising the city’s potholed streets to get to work or competing at the highest level, we want you to feel secure knowing that you’re in charge and not the bike.

We achieve this by combining a relaxed head angle (the angle the front fork comes out of the frame) with a longer than average front centre to create a bike that is stable at speed and feels predictable, especially when the terrain gets steeper. To sharpen up the steering response for low-speed precision we use wide handlebars and short stems. At the back of the bike, we always try to make the chainstays as short as physically possible to maximise the bike’s agility, making it easier to do everything from popping up curbs to leaping through the gnarliest trail obstacles.

It’s a formula that works in all situations, whatever your ambitions and whatever your level of skill. Simply put, geometry can make or break a bike: with Whyte’s unique approach, we’ve ensured you’ll get maximum enjoyment from every ride.
MATERIALS SELECTED FOR LONGTERM PERFORMANCE

We make frames from aluminium and carbon fibre, both of which are versatile, high performance materials that are equally at home in the world’s largest commercial aeroplanes as they are in the manufacture of bicycles.

Both materials have their unique properties, and used correctly can create bikes that have lasting character. Through the combination of engineering know-how, great design and the use of the best grades of carbon fibre and aluminium available, we are able to create everything from the super-stiff structures required for a full suspension bike, to lively yet comfortable hardtail frames.

ALUMINIUM
CUSTOM TUBING FOR A SUPERIOR RIDE

Our selection of premium 6061 grade aluminium is perhaps the ultimate refinement of this frame material. The aluminium we use has been specially developed to allow for hydro-forming (where hot oil is pumped through the tube at pressure to fine-tune its profile) and welding, and our tubes are custom drawn to our own specifications.

This translates to carbon fibre tubing profiles over the entire length of the tube, and means that for the same strength, stiffness and fatigue characteristics we can engineer a lighter chassis.

Whyte hydro-formed aluminium frame designs concentrate on creating the most efficient shapes for the chassis, whilst retaining an elegant overall design profile. Take our seatstays and chainstays for example: they’re internally butted to reduce weight and have extensive shaping and tapering to increase strength and stiffness, whilst generating tyre and mud clearance where it’s needed, and offering tangible comfort benefits in use. Very few brands are able to engineer that level of detail and maintain durability; we’re proud to be one of the few who get the extra mile.

CARBON FIBRE
TAILORED FOR A PERFECT RIDE

The performance of any carbon fibre component relies on three design, the quality of the raw material, the integrity of the design, and the precision of the assembly. That’s why at Whyte we take complete control of the design process then work closely with some of the world’s best carbon manufacturers to bring frame designs to life.

The closeness of that working relationship allows us to develop our own special combinations of filament grades and resin types to give our carbon frames and components a genuine performance advantage that others can’t match, along with reliability you can trust.
WHYTE RACING
PROVEN IN COMPETITION

Racing has always been an important part of the Whyte story, but it's unlikely you'll find our riders on the top step of a World Cup podium any time soon. Anyone can throw their jersey on the fastest new athletic wunderkind and watch them win races, but we prefer to do things a little differently. When we recruit athletes we are looking for ambassadors first, racers second: the sort of riders who love riding their bikes, with or without a number board attached to their handlebars, and who are able to give us the most valuable kind of real-world feedback on our prototype designs. That's why you'll see riders like elite XC racer Luke Smith, or ultra endurance hard man Steve Heading riding Whyte bikes: they are intelligent, race winning athletes who ride more than anyone you're likely to have ever met, and who actively work with our engineers to help us perfect our designs.

We support riders and teams across a broad spectrum of disciplines, from XC to Gravity Enduro, via self-supported bike packing events. For the last year we've even been sponsoring the Lotus F1 Junior team, helping the next generation of Formula One drivers reach the top of their sport. In mountain biking, the rise of the Gravity Enduro race format has been astounding, and Whyte is leading the charge with one of the best bikes on the circuit in the G-150. This type of racing is widely regarded as the closest thing to what most of us actually do when we ride our mountain bikes - socialise on the climbs, race down the descents - and that is an attitude that informs our bikes across the board. We want our racers to feel confident on their bikes and to fulfil their potential; our geometry helps them do that in every discipline.

In supporting athletes at the top of their respective games, we're able to gather valuable feedback on our bikes which translates directly to you being able to ride further, faster, while having more fun.

What works for our sponsored riders will work for you too.
QUAD 4 SUSPENSION
TAKE THE ROUGH WITH THE SMOOTH

When we set out to design bikes around the 29er and 650b wheel sizes, we quickly realised we needed a suspension system that was different to anything we’d produced before. With our design and development squarely focussed on the unique environment that is UK trail riding, we knew weather-proof reliability - a hereditary feature of our Quad-Link systems - was key, and there would be no compromising on frame geometry.

With that in mind, we went back to the drawing board.

It didn’t take long for us to realise that with bigger, whizzer and full-suspension systems, the suspension kinematics, architectural layout of the frame, and the frame’s geometry needed to be designed in unison, with each small change having a knock-on effect elsewhere in the bike. Keeping the rear of the bike as compact and stiff as possible with the same dynamic ride of a 26in bike meant minimising the distance between the rear wheel and bottom bracket centres - a difficult task on a bigger wheeled bike but a cornerstone of the Whyte experience. After much head scratching and late night computer modelling, Quad 4 was born, and it changed the game, with Mountain Biking Australia proclaiming it had “pioneered a new era of progressive genre defining 29er full suspension bikes.”

With our 2015 SCR/SCS bikes taking Quad 4 to the next level, the next new era is already here.
When Whyte first designed the T129 series, we found some innovative solutions to allow us to create a bike with short chainstays, 29in wheels, two chainrings and 120mm of suspension travel. The result was groundbreaking in 2012, and the T129 remains a benchmark for 29er trail bikes. But, for all that, we couldn’t help thinking that given the growing acceptance of single-ring set-ups, there was potential to make it even better.

For 2015 Whyte is creating special Works SCR Single Chain Ring models within the T129, T-130 and G-150 ranges. By limiting these bikes to a single-ring system, we have been able to broaden the main pivot, increasing stiffness and bearing life, and it has meant we can use symmetrical chainstays (SCS), another Whyte innovation that further increases stiffness and better resists the twisting loads that occur under pedalling. On the trail that translates to improved cornering confidence, better suspension performance, greater accuracy and less maintenance.

All the SCR bikes use SRAM’s 11-speed drivetrains which pair a single ring with a wide ratio 10-42 cassette. In our experience over two years of testing, this set-up provides a sufficiently broad range of gears for experienced riders to comfortably climb most hills in the UK, and the performance advantages – lighter weight and the ability to create a SCR frame – are unarguable.

When we released the original T-129 we helped shape the market, creating the shortest chainstays of any production full-suspension 29er, with the launch of our SCR/SCS frames, we’re taking things to the next level, all over again.
INTERGRIp
INTERNAl SEAT POST CLAMP
The invention of reliable dropper seatposts has changed the way we ride - no longer do we find ourselves clumsily attempting a quick release with frozen fingers trying to disassemble a dropper saddle out of harms' way, a simple push of a button or lever is all that's required.

With that widespread acceptance, it became clear to us that the days of the humble quick release (or even the seatpost collar) were numbered, so for 2015 we are introducing Intergrip, our new internal seat post clamping system into our T-129, T-130 and G-150 frames. Not only does it look neater, but with no split in the tube to allow for clamping, tolerances can be much tighter and water kept out of the frame for longer, no matter how British the conditions.

GETTA GRIP
ADJUSTABLE SEAT POST CLAMP
Getta Grip was born out of necessity in response to the weave in the frame. Traditional clamps need to bend the frame to grip the seat post and often become useless after long periods of use as the frame can no longer “remember” its original shape.

The Patented Getta Grip system takes a whole new approach using a pad that fits through a window in the frame - ideal for UK conditions as there is no open slot to allow mud and water to enter the seat post. The Getta Grip seat clamp does not need to bend the seatpost rather than bend the frame, less force is required to operate it. This clamping function is equally suited to all types of seatposts and has been officially approved by Easton for use with their seatposts.
Race proven at the UK Gravity Enduro and Enduro World Series, the G-150 has raised the bar for 150mm travel trail bikes. It’s efficient on the climbs, but point it downhill and it really comes alive, the QUAD-4 suspension eating up technical terrain, while the 650b wheels roll over obstacles that would stall a 26in wheel bike.

For 2015 we have continued to build upon the extensive R&D and radical engineering that went into the first generation G-150, by creating all new symmetrical chainstays (SCS) that increases rear end stiffness, and using a brand new tube set for the front triangle which better resists torsional loads. Combine internal brake hose routing, our all new InterGrip seatpost clamping system and full compliment bearings, and you have a bike that is faster, stiffer, and more durable than ever before.
**G-150 WORKS**  
**Typical Usage:** Gravity Enduro/Trail

RockShox Pike RC fork, DebonAir shock and Reverb Stealth seatpost / WTB TCS 23mm wide rims and tubeless ready tires / SRAM X1 11-speed drivetrain with SRAM Guide R brakes  

650B / 27.5" 150MM Suspension

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**G-150 S**  
**Typical Usage:** Gravity Enduro/Trail

SRAM Rail 50 wheels with tubeless ready Maxxis High Roller II tires / SRAM XO1 drivetrain with SRAM Guide RSC brakes / Oversized Easton Haven 35mm bars and stem  

650B / 27.5" 150MM Suspension
New for 2015, the T-130 is the latest in a long and illustrious line of Whytes that let you go anywhere, ride anything and have maximum fun along the way. Boasting 130mm of QUAD-4 suspension travel, mid-sized 650b wheels and Whyte’s groundbreaking trail bike geometry, the T-130 is fast and fun on the trails you ride from your front door, whilst never feeling out of its depth when you travel further afield, be it to the trail centres of Wales and Scotland or even the Alps.

Whyte’s mission has always been to build bikes that benefit riders in the real world, and with the T-130 SX available in an extra small configuration, we’re making the benefits of the 650b wheel size available to shorter riders.

However you like to ride, in the T-130 you’ll discover a bike that’s as versatile as a Swiss army knife, and that quickly becomes a trusted companion for a lifetime of adventure, wherever the trail takes you.
**T-130 S**

**TYPICAL USAGE: TRAIL**

- Available in XS size for shorter riders
- Shimano Deore/SX 2x10spd drivetrain
- X-Fusion dropper post for saddle height adjustment on the fly

**650B / 27.5° 130MM SUSPENSION**

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**T-130 SX**

**TYPICAL USAGE: TRAIL**

- Rockshox Revelation RL fork, Monarch DebonAir shock and Reverb Stealth seatpost
- SRAM 2x10spd drivetrain
- Tubeless ready WTB rims and tyres

**650B / 27.5° 130MM SUSPENSION**
T-130 WORKS SCR
TYPICAL USAGE: TRAIL

SCR/SCS frame with symmetrical chainstays for increased stiffness / SRAM X-1 11-speed drivetrain / Rockshox Pike fork, Monarch Debonair shock and Reverb Stealth seatpost

650B / 27.5" 130MM SUSPENSION
When we redesigned our trail hardtails for 2014, we took the opportunity to start with a completely clean slate. Basing the new models around the intermediate 650b wheel size, known for its increased traction and roll-over ability compared to the old 26in standard, we took everything we’d learnt building our award-winning full-suspension bikes and introduced some seriously radical geometry to the hardtail market.

On paper, people had their doubts; on the trail though, it made perfect sense. With their long front ends, short chainstays, low bottom brackets and slack head angles, these bikes are faster, more confident and more fun than any hardtail has a right to be. The testers agree, with MBR awarding the 905 a perfect 10, and What Mountain Bike summing it up by saying: “Whichever option you pick from Whyte’s new 650b Trail Hardtail range, you’re onto a winner.”

We couldn’t put it better ourselves.
901  
**Typical Usage: Trail**

- Lightweight and stiff 6061 aluminium frame / RockShox Sektor Gold fork / Whyte custom 730mm bar and size specific stem / Maxxis Ardent tires

**Trail Hardtail 650B / 27.5"**

905  
**Typical Usage: Trail**

- RockShox Revelation RL fork / UK-made Hope Evo rear hub / Whyte custom 730mm bar and size specific stem / Maxxis Ardent tires

**Trail Hardtail 650B / 27.5"**
Award-winning Rockshox Pike RC fork / SRAM NX 1x11 drivetrain / UK-made Hope Evo rear hub / Ultra reliable and powerful Shimano XT brakes / unique dropout system for geometry adjustment

TRAIL HARDTAIL 650B / 27.5"
T - 1 2 9
120MM XC/TRAIL SUSPENSION 29ER

With more awards to its name than any bike we’ve ever made, including the coveted Trail Bike of the Year award in 2013, there’s little to say about the T-129 that hasn’t been said before.

Key to the bike’s success is its enviable geometry and the shortest chainstays in the industry. Those factors combine to create a 29er that retains all the renowned mile-munching ability of the large wheel size whilst adding a previously unseen degree of fun.

Riders considering a move to a single-ring groupset will love the new for 2015, range-topping Works SCR option. Sporting super-stiff symmetrical chainstays and restricted to a single chainring, the Works SCR is a viable short travel enduro machine for riders who love to go fast downhill, uphill, and everywhere in between.
T-129 WORKS
TYPICAL USAGE: XC/TRAIL

Rockshox Reverb Stealth seatpost, Reba RL fork and Monarch Debonair shock / SRAM 2x10spd drivetrain inc X-9 rear mech / WTB tubeless ready rims and tires

120MM SUSPENSION 29ER

T-129 S
TYPICAL USAGE: XC/TRAIL

Shimano XT 2x10spd drivetrain / Fox Float 32 CTD FIT fork and Float Performance with Boost Valve shock / Rockshox Reverb Stealth seatpost

120MM SUSPENSION 29ER
T-129 WORKS SCR
TYPICAL USAGE: XC/TRAIL

SCR frame has Symmetrical Chainstays (SCS) for increased stiffness / Rockshox Pike fork, Monarch DebonAir shock and Revive Stealth seatpost / SRAM X-1 11spd drivetrain

120MM SUSPENSION 29ER
The X-29 series draws on all our progressive geometry ideas and puts them together in a great value range of aluminium hardtails. Sharing the same geometry philosophy, the same 100mm of fork travel and the same 29in wheels as our flagship carbon fibre 29-C range, the X-29 series is one of the most confidence inspiring 29ers available, giving you a faster, more controlled ride. New for 2015 we’ve moved the rear disc brake to the chainstay which has allowed us to slim down the seatstays and further improve vertical compliance and comfort. We designed the X-29 with the UK climate in mind too: mud clearance is exceptional; the cables and brake hoses are routed through the frame to keep them working better for longer, and there are Crud Catcher mounts on the downtube to keep grit out of your teeth. Whether your ambitions are to spend long days exploring byways and bridleways, to progress in cross country racing, or simply to get fit, you’ll find a lot to love in the X-29 range.
**629**

**TYPICAL USAGE: XC / TRAIL**

- Light Weight Design
- SRAM 2x10sp drivetrain
- Rockshox XC-30 TK airsprung fork with 100mm of travel
- Fast rolling Maxxis Ikon tires

**PERFORMANCE XC HARDTAIL 29ER**

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**529**

**TYPICAL USAGE: XC / TRAIL**

- Hydro Formed T6 Aluminium Frame
- Fast rolling Maxxis Ikon tires
- Shimano 3x9sp drivetrain
- Tektro Auriga hydraulic disc brakes

**PERFORMANCE XC HARDTAIL 29ER**
729
TYPICAL USAGE: XC / TRAIL

Rockshox Reba RL fork with Fast Black coating / SRAM X9 type 2 rear derailleur keeps the chain secure / Avid BB5 hydraulic disc brakes.

PERFORMANCE XC HARDTAIL 29ER
X-8 PERFORMANCE HARDTAIL
650b /27.5" XC/TRAIL

With a brand new frame for 2015, the X-8 series of cross country mountain bikes is better than ever before. By moving the rear disc brake to the chainstay, we’ve been able to slim down the seatstays to improve rear end comfort and trail compliance. We’ve also upped the ante when it comes to UK specific design tweaks: internal cable and brake hose routing minimises mud build up and keeps your gears working better for longer; Crud Catcher mounts on the downtube keeps mud out of your eyes, and a forward facing seat slot keeps rear wheel spray out of the frame.

Available in standard or compact geometry, for riders with shorter proportions, all models share the same 650b wheels, which combine the fast rolling and terrain flattening abilities of 29er wheel with the agility of the 26in standard. Whether you’re riding with friends in the woods or lining up for a race, the X8 range is sure to deliver.
801  TYPICAL USAGE: XC / TRAIL

Shimano 3x9sp drivetrain provides gears for all terrain / Maxxis Ikon tyres roll fast and grip well / Rockshox XC-30 fork with Turn Key lockout

X-8 PERFORMANCE HARDTAIL 650B / 27.5"
Compact geometry for riders with shorter proportions / Available in sizes extra small to medium / Shorter 170mm cranks as standard / Lightweight hydroformed aluminium frame

X-8 PERFORMANCE HARDTAIL 650B / 27.5"

Shimano Deore 3x10 speed drivetrain / Compact geometry and sizing down to XS for smaller riders / Adjustable oil-sprung RockShox XC-30 suspension fork

X-8 PERFORMANCE HARDTAIL 650B / 27.5"
The new 600 series of hardtails brings the performance advantages of 27.5in wheels and Whyte’s award winning off-road geometry to a new lower price point.

Based around the successful 2014 incarnation of our X8 frameset, the X6 range is primed for year round adventure with design features tailored to the British climate, such as bountiful mud clearance, continuous cable outers for smooth gear shifting and improved cable life and Crud-Catcher mounts to keep the grit out of your teeth.

Combined with custom drawn tubing to aid comfort and give the perfect ride feel, the 600 series is the ideal entry point into the world of mountain biking. The only thing missing is you.
TYPICAL USAGE: XC / TRAIL

**604 COMPACT**
Lightweight aluminium frame with compact geometry for shorter riders / 100mm travel SR Suntour suspension fork / Tektro Auriga hydraulic disc brakes

**X-6 SPORTS HARDTAIL 650B / 27.5"**

**603**
Lightweight aluminium frame with internal cable routing / 100mm travel SR Suntour suspension with lockout feature / Tektro Auriga hydraulic disc brakes

**X-6 SPORTS HARDTAIL 650B / 27.5"**
605

TYPICAL USAGE: XC / TRAIL

SR Suntour XCM suspension fork with aluminium steerer tube to save weight / Shimano 3x9spd drivetrain / Lightweight aluminium frame with internal cable routing

X-6 SPORTS HARDTAIL 650B / 27.5"
If there’s one thing we’ve learnt over recent years, it’s that bigger wheels roll better over obstacles than smaller wheels. It’s the same for kids as it is for adults: when you’re not getting hooked up on rocks and roots all the time you’re more confident, you ride faster and you have more fun. So when we came to design a mountain bike for 9-13 year olds, we took the plunge and went for full-size 26in wheels, rather than the 24in wheels more typical of the category. The result? A boost in performance similar to an adult going from 26 to 29in wheels, with more confidence, more control and easier, safer riding. And thanks to the ubiquity of the 26in format, upgrading is as easy as raiding Mum and Dad’s spares cupboard!
SRAM 1x10 drivetrain with X0 GripShift shifter and Type 2 rear mech to keep the chain in place / SR Suntour Raidon fork with adjustable air spring to tailor to rider weight / Fast rolling Continental Race King tires

**KID’S PERFORMANCE HARDTAIL**

**TYPICAL USAGE:** XC/TRAIL
It took one ride on an early hand-built prototype of the M-109 to know we were on to something. Minutes, not seconds, came tumbling from our times on benchmark test loops, and yet, the grins told us this bike wasn’t all about XC speed - it was a blast to ride too.

At its heart, the M-109 is a true endurance XC bike - comfortable, predictable and fast - but thanks to Whyte’s progressive geometry, short chainstays and QUAD-4 suspension layout, it knows how to have fun too. With its low weight, incredible traction and race-winning confidence, it will make you want to ride further, faster, and more often. Loved by magazine testers and our own sponsored athletes, the M-109 is the cross country bike that wants to be ridden hard on race days, and every other day of the week too.
**M-109 CS**  
*Typical Usage: Cross Country / Race*

- Light and stiff Whyte XC-209 Carbon Wheelset
- Shimano XTR 2x11 speed drivetrain
- Fox Float 32 Factory fork with CTD Adjust and FIT and Float Factory rear shock with Boost Valve
- 100mm Suspension 29ER

**M-109 C TEAM**  
*Typical Usage: Cross Country / Race*

- Shimano XT brakes and drivetrain
- Fox Float 32 Performance fork with CTD Adjust and FIT and Float Performance rear shock with Boost Valve
- Whyte XC-209 Carbon Wheelset
- 100mm Suspension 29ER
When it comes to carbon fibre, we’re proud to admit we’re control freaks. We oversee every stage of the process, from developing special combinations of filament grades and resins, to working with the world’s leading carbon manufacturers to ensure that the best materials are assembled in the best possible way, using the very best design.

Proven by our XC race teams, the 29C is an unashamed race weapon: light, stiff, aggressive and fast. And thanks to Whyte’s innovative geometry, in the 29C you’ll discover a bike that is more surefooted than the competition when the terrain is technically challenging.

With an emphasis on lightweight wheels - an essential for 29er performance - and race-ready components, all you need to add is your race number and get ready for the flag to drop.
29-C S
TYPICAL USAGE: CROSS COUNTRY / RACE

RockShox Reba RL fork with 100mm travel and Fast Black coating / 15mm thru axle hub for increased stiffness / Shimano Deore/SLX 2x10 speed transmission

100MM CARBON HARDTAIL

Whyte XC 209-Carbon Wheelset / Shimano XT brakes and drivetrain / Fox Float 32 Performance fork with CTD Adjust and FIT

100MM CARBON HARDTAIL
Rockshox RS1 inverted XC fork / SRAM XX1 1x11spd drivetrain / SRAM Guide Ultimate brakes / Easton EC-70 seatpost and 720mm handlebar

100MM CARBON HARDTAIL
When we first came to produce a range of cyclocross bikes, we knew that whatever we designed would look, and ride, like no other cross bike on the market. We’re well known for our confidence inspiring mountain bike geometry, so the lessons learned developing that formula became our starting point: the result is a cyclocross bike that is more capable in all off-road situations than any drop bar bike you’ve ever ridden.

For 2015, we continue with a theme of evolution: the slacker than usual headangles, short stems and long front centres remain unchanged, but this year both models get hydraulic disc brakes, with the Saxon Cross Team using SRAM’s 1x11 Force CX groupset, a direct development from mountain biking. Whether you’re looking to race cross at the highest level, or simply want the most versatile bike available, Whyte’s CX series will help you cover the broadest spread of terrain as fast as possible, having maximum fun along the way.
SAXON CROSS TEAM
TYPICAL USAGE: CX / ALL TERRAIN

SRAM SB700 hydraulic disc brakes / SRAM X-9 Type 2 rear derailleur keeps the chain secure / WTB tubeless ready rims and CrossWolfCX tires

CYCLOCROSS

SAXON CROSS
TYPICAL USAGE: CX / ALL TERRAIN

SRAM Force CX 1 x 11-speed drivetrain and hydraulic disc brakes / Easton EA90 XD UST wheelset / Easton EC-90 full carbon disc fork

CYCLOCROSS
The Strawberry Hill is Whyte’s take on a stylish, comfortable, lifestyle bike. Combining the elegance of a vintage machine with all the technical solutions you’d expect from Whyte, we’ve concealed a 30-speed Shimano drivetrain behind a full chain guard, and full-length mud guards keep you as clean and dry as possible, whatever the weather has in store. Meanwhile, you’ll appreciate the Strawberry Hill’s triple-butted aluminium frame for both its comfort and light weight, making it even easier to get up the hills, or just to lift up the stairs when you get home.
STRAWBERRY HILL LADIES

- Full-length mudguards
- Shimano 3x10 speed drivetrain
- Full chain guard
- Powerful V-brakes
- Lightweight and comfortable Selle Royal Milo saddle

LIGHTWEIGHT CLASSIC
Adventure doesn’t have to mean scaling mountains or backpacking across a continent. It can be as simple as getting out for a bike ride in the lull between summer thunderstorms, or leaving the map at home and seeing where you end up. Whyte’s C7 series of all-terrain bikes are the perfect companions on any such adventures, with low pressure tyres that don’t need pumping up before each ride and full-length gear cable outers that keep the grime out and the gears shifting smoothly; these are bikes that are ready to go when you are, complete with all the advantages of Whyte’s confidence inspiring geometry and legendary ride quality.
FAIRFIELD LADIES
TYPICAL USAGE: ALL TERRAIN

Partially dropped top tube is stronger than a fully dropped frame / Maxxis Roamer tyres with puncture protection / Wide-ratio Shimano gearing

C7 ALL TERRAIN SERIES

RIDGEWAY LADIES
TYPICAL USAGE: ALL TERRAIN

SR Suntour suspension fork iron out bumps / Partially dropped top tube is stronger than a fully dropped frame / Shimano 3x9spd gearing / Powerful Tektro hydraulic disc brakes

C7 ALL TERRAIN SERIES
CALEDONIAN LADIES
TYPICAL USAGE: ALL TERRAIN

SR Suntour suspension fork iron out bumps and is lightweight thanks to an alloy steerer tube / Powerful and reliable Shimano disc brakes / Lightweight aluminium frame with partially dropped top tube

MALVERN LADIES
TYPICAL USAGE: ALL TERRAIN

Wide-ratio 3x10spd Shimano Deore/LX gearing / Lightweight aluminium frame with partially dropped top tube / Vittoria Randonneur tyres with double puncture protection
**RIDGEWAY**

**TYPICAL USAGE:** ALL TERRAIN

- SR Suntour suspension fork iron out bumps
- Lightweight aluminium frame
- Shimano 3x9spd gearing
- Reliable Tektro hydraulic disc brakes

**FAIRFIELD**

**TYPICAL USAGE:** ALL TERRAIN

- Lightweight aluminium frame
- Maxxis Roamer tyres with puncture protection
- Wide-ratio Shimano gearing
- Powerful V-brakes
MALVERN
TYPICAL USAGE: ALL TERRAIN

CALEDONIAN
TYPICAL USAGE: ALL TERRAIN

Wide-ratio 3x10spd Shimano Deore/LX gearing / Lightweight aluminium frame / Vittoria Randonneur tyres with double puncture protection

SR Suntour suspension fork iron out bumps and is lightweight thanks to an alloy steerer tube / Powerful and reliable Shimano disc brakes / Lightweight aluminium frame

C7 ALL TERRAIN SERIES
Mountain bikes and road-going bikes typically have wildly differing geometry. Why? We’ve never found a good answer to that question. Our R7 series commuter bikes incorporate many of the design principles that distinguish our award-winning mountain bikes, such as a long wheelbase and relaxed head angle for high speed stability, and a shorter stem for excellent low speed manoeuvrability. It works in the woods and it works on the city’s pot-holed streets too.

Hydraulic disc brakes offer low-maintenance and high performance, puncture-resistant tyres ensure you get to work on time, and internal cable routing maximises these bikes’ clean, uncluttered appearance. A Great British concept for the greatest of British commutes.
WHYTE

TYPICAL USAGE: URBAN COMMUTER

Reliable Tektro hydraulic disc brakes / 1x9spd Shimano drivetrain for urban simplicity / Lightweight aluminium frame

R7 FAST URBAN SERIES

CARNABY WOMEN’S

TYPICAL USAGE: URBAN COMMUTER

Reliable Tektro hydraulic disc brakes / 1x9spd Shimano drivetrain for urban simplicity / Lightweight aluminium frame with compact geometry

R7 FAST URBAN SERIES
VICTORIA WOMEN’S
TYPICAL USAGE: URBAN COMMUTER

Lightweight aluminium frame / 1x10spd Shimano mountain bike gearing for city-proof performance / Reliable and powerful Tektro hydraulic disc brakes

SHOREDITCH
TYPICAL USAGE: URBAN COMMUTER

Lightweight aluminium frame with compact geometry / Shimano 2x9spd drivetrain / Maxxis Detonator tyres with puncture protection
**PIMLICO WOMEN’S**

**TYPICAL USAGE: URBAN COMMUTER**

Lightweight aluminium frame with carbon fibre fork / Shimano 2x9spd drivetrain / Maxxis Detonator tyres with puncture protection

R7 FAST URBAN SERIES

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**PORTOBELLO**

**TYPICAL USAGE: URBAN COMMUTER**

Lightweight aluminium frame with compact geometry / Carbon fibre fork with alloy steerer tube / SRAM 2x10spd compact gearing / Tektro hydraulic disc brakes

R7 FAST URBAN SERIES
CAMBRIDGE
TYPICAL USAGE: URBAN COMMUTER
- Carbon fibre fork with lightweight aluminium steerer tube
- Lightweight aluminium frame with compact geometry
- SRAM’s Via Centro 2x10spd urban drivetrain

SRAM Via GT urban groupset / lightweight aluminium frame and carbon fork / Powerful Tektro Gemini hydraulic disc brakes

R7 FAST URBAN SERIES

STIRLING
TYPICAL USAGE: URBAN COMMUTER
- Lightweight aluminium frame with compact geometry
- SRAM’s Via Centro 2x10spd urban drivetrain

SRAM Via QT urban groupset / lightweight aluminium frame and carbon fork / Powerful Tektro Gemini hydraulic disc brakes

R7 FAST URBAN SERIES
MONTPELLIER
TYPICAL USAGE: URBAN COMMUTER

- Full carbon frame is 300g lighter than aluminium
- SRAM Via GT urban groupset inc. hydraulic disc brakes
- Lightweight carbon fibre fork

R7 FAST URBAN SERIES
The RD-7 series of drop bar bikes are an exercise in versatility: fast but robust; comfortable but competitive; ready for anything. Got a 10 mile commute to work? The RD-7 is the perfect partner. Need a winter training bike? This is the bike for you. Touring? You bet. Fancy an American style gravel grinder? With clearance for even bigger tyres, we’ve got that covered too.

All bikes come with disc brakes for efficient, powerful braking whatever the conditions, and new for 2015, the carbon fibre Cornwall comes with SRAM’s fully hydraulic SB700 brakes. Combined with comfortable 28mm tyres and endurance geometry, these are bikes for road riders with a sense of adventure. If that sounds like you, look no further than the RD-7.
**SOMERSET WOMEN’S**

**TYPICAL USAGE: COMMUTER / ANYROAD**

- Lightweight disc-specific aluminium frame with carbon fork
- TRP HyRd mechanical/hydraulic disc brakes
- Shimano Sora 9spd compact gearing with wide range rear cassette

**RD-7 ROAD DISC**

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**DEVON WOMEN’S**

**TYPICAL USAGE: COMMUTER / ANYROAD**

- Lightweight disc-specific aluminium frame with alloy fork
- Shimano 9spd compact gearing with wide range rear cassette
- Powerful mechanical disc brakes

**RD-7 ROAD DISC**
DORSET
TYPICAL USAGE: COMMUTER / ANYROAD
Lightweight disc-specific aluminium frame with alloy fork / Shimano 9spd compact gearing with wide range rear cassette / Powerful mechanical disc brakes
RD-7 ROAD DISC

SUSSEX
TYPICAL USAGE: COMMUTER / ANYROAD
Disc-specific aluminium frame with carbon fibre fork / TRP HyRd mechanical/hydraulic disc brakes / Shimano Sora 9spd compact gearing with wide range rear cassette
RD-7 ROAD DISC
CORNWALL
TYPICAL USAGE: COMMUTER / ANYROAD
Shimano 105 11-speed drivetrain / Powerful TRP HyRd mechanical/hydraulic disc brakes / Full-carbon fork with alloy steerer tube

RD-7 ROAD DISC

SUFFOLK
TYPICAL USAGE: COMMUTER / ANYROAD
Uni-directional multi-monocoque carbon frame with carbon fork / SRAM SB700 fully hydraulic disc brakes / SRAM Rival rear mech

RD-7 ROAD DISC
New for 2015, the RRD platform takes everything we learned in the development of the versatile RD7 series, and applies that knowledge to a thoroughbred road bike. With more aggressive geometry than the RD7, the RRD will appeal to sportive riders and fast club riders, particularly those who dream of riding in the high mountains, where the added performance of disc brakes will see you out-braking your rivals into every hairpin, whatever the conditions.

The uni-directional carbon fibre frame incorporates skinny seat stays and a 27.2mm seat post to maximise comfort, while a full-carbon fork with a tapered steerer tube guarantees precise steering. Both bikes in the range use the latest hydraulic disc brakes from SRAM and Shimano, with all brake hoses and gear cables routed internally. From your local roads to the most gruelling European sportives, the RRD series has all the comfort, confidence, and raw speed you’ll need.
STOWE ULTEGRA
TYPICAL USAGE: SPORTIVE/CLUB

Uni-directional multi-monocoque carbon frame with carbon fork / SRAM Rival 11spd drivetrain / SRAM Rival hydraulic disc brakes with 160mm rotors.

STOWE RIVAL
TYPICAL USAGE: SPORTIVE/CLUB

Shimano Ultegra 11spd groupset including Ultegra full-hydraulic disc brakes / Uni-directional multi-monocoque carbon frame with carbon fork / Whyte Road Disc carbon wheelset.

RRD-FAST ROAD SERIES

RRD-FAST ROAD SERIES
WHYTE
PARTS AND ACCESSORIES

Upgrade your bike with Whyte Parts and Accessories

Whyte have carefully selected parts and accessories that we are confident will improve your riding experience, offering performance, quality and dare we say it, style. Manufactured by leaders in their field, you can be sure any part that carries the Whyte brand logo has been tried and tested and offers best of breed performance.

For a full list of Whyte parts and accessories please visit: whyte.bike
WHYTE FRAME GEOMETRY

When we talk about a bicycle’s geometry, we’re talking about the angles and measurements that determine where the rider is positioned between the wheels, and how the bike connects with the ground. It might sound dull, but it’s something we get very excited about at Whyte. We believe our geometry is the best out there and what sets Whyte apart from the competition in every category. Judging by the reviews, we’re right.

The Whyte formula has been 15 years in the making: it’s a formula that inspires confidence in beginners and casual cyclists alike, whilst allowing our expert teams to perform stellar races at the highest level. As such, we’re confident our ultimate goal when it comes to building a bike is to give the rider the confidence to go out and enjoy their bike. Whether you’re cruising the city’s pot-holed streets to get to work or competing at the highest level, we want you to feel secure that you’re in charge and not the bike.

We achieve this by combining a relaxed head angle (the angle the front fork comes out of the frame) with a longer than average front centre to create a bike that is stable at speed and feels predictable, especially when the terrain gets steeper. To sharpen up the steering response for low-speed precision we spec wide handlebars and short stems. As the back of the bike is where we like to make the sacrifices, we aim to make the bike’s agility, making it easier to do everything from popping up curbs to breathing through the gnarliest trail obstacles.

It’s a formula that works in all situations, whatever your ambitions and whatever your level of skill. Simply put, geometry can make or break a bike. With Whyte’s unique approach, we’ve ensured you’ll get maximum enjoyment from every ride.

Our geometry is explained below. For sizing information please visit our website at whyte.bike.

A. Head Angle
B. Seat Angle
C. Top Tube
D. BB Height
E. Stand Over
F. Wheel Base
G. Chain Stay
H. Seat Post
I. Head tube length
J. Seat tube length
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<td>Shimano XT, 160mm Rotor, Internal Routing</td>
<td>SRAM Guide RS, 160mm Rotor, Internal Routing</td>
<td>Shimano Deore RD-M592 Shadow Plus, 160mm Rotor, Internal Routing</td>
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<td><strong>Bottom Bracket</strong></td>
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<td>FSA No. 57E Orbit ZS, 1.5” Cartridge Sealed Headset</td>
<td>FSA No. 57E Orbit ZS, 1.5” Cartridge Sealed Headset</td>
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<td><strong>Chain</strong></td>
<td>SRAM PG-1030 11-36, 10 Speed</td>
<td>Shimano HG81 11-36, 10 Speed</td>
<td>SRAM XG-1180 10-42, 11 Speed</td>
<td>Shimano HG-300, 11-34, 9 Speed</td>
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<td><strong>Shifters</strong></td>
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<td>WTB STi19 29” Rims with TCS System, Tubeless Spokes, Brass Nipples</td>
<td>WTB STi19 29” Rims with TCS System, Tubeless Spokes, Brass Nipples</td>
<td>WTB STi19 29” Rims with TCS System, Tubeless Spokes, Brass Nipples</td>
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<td><strong>Fork</strong></td>
<td>RockShox Reba RL 100mm Travel, Fast Adjust</td>
<td>RockShox XC-30 Gold, 100mm Travel, Adjustable Rebound, Tapered Alloy Steerer, 15mm Maxle</td>
<td>RockShox XC-30 Silver, 100mm Travel, Adjust Rebound, Turn Key Lockout, Chainstay Post Mount Dropouts</td>
<td>RockShox XC-30 Silver, 100mm Travel, Adjust Rebound, Turn Key Lockout, Chainstay Post Mount Dropouts</td>
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<td><strong>Frame</strong></td>
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<td>Whyte Custom, -6 Degree, 70mm S and M</td>
<td>Whyte Custom, -6 Degree, 70mm S and M</td>
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Sizes Available

- S: 19”
- M: 20”
- L: 21”
- XL: 22”
- XXL: 23”

Colour

- Matt Apple/Dark Grey Matt Zinc/Burnt Orange Matt Apple/Black & Teal Matt Granite/Orange

Front Hub

- SRAM Roam 4O, 15 x 100mm Alloy

Rear Hub

- N/A

Spokes

- DT Champion 2.0mm, Black Stainless Steel

Rebound Adjustment

- FSA No. 57E Orbit ZS, 1.5” Cartridge Sealed Headset

Maxle

- 15mm Through Axle

Alloy Tapered Steerer

- 15mm Maxle

Chainstay Post Mount Dropouts

- Butted, internal Brake and Cable routing with Adjustable Rebound, Turn Key Lockout

Silkworm Puncture Protection

- RockShox Reverb 125mm Stealth, MMX Matchmaker

Tapered Head Tube

- Intergrip seat clamp, alloy

FSA No. 57E Orbit ZS

- 1.5” Cartridge Sealed Lower Bearing Lower and 1 1/8” Upper

Headset

- FSA No. 57E Orbit ZS, 1.5” Cartridge Sealed

FSA

- Upper and 1.5” Lower external cup

Maxle

- 32 Hole

Maxle

- Rear Triangle with 12mm E-Thru 142 dropouts

6061 T6 Aluminium

- Multi

Tapered

- Front Triangle with Tapered Head Tube and Intergrip seat clamp, 6061 Hydro Formed T6 Aluminium, Multi

Bearing

- Lower Bearing Lower and 1 1/8” Upper

FSA No. 57E Orbit ZS

- FSA No. 57E Orbit ZS, 1.5” Cartridge Sealed

Maxle

- 32 Hole

Maxle

- 32 Hole

Avid DB 5, 160mm Rotor, Internal Routing Shimano XT, 160mm Rotor, Internal Routing SRAM Guide RS, 4 Pots, 160mm Rotor, Internal Routing

Avid DB 5, 180mm Rotor, Internal Routing Shimano XT, 180mm Rotor, Internal Routing SRAM Guide RS, 4 Pots, 180mm Rotor, Internal Routing

Stem

- Whyte Whyte Whyte Whyte Whyte

Bar

- Whyte Whyte Whyte Whyte Whyte

Seat

- RockShox Reverb 125mm Stealth, MMX Matchmaker RockShox Reverb 125mm Stealth, MMX Matchmaker RockShox Reverb 125mm Stealth, MMX Matchmaker RockShox Reverb 125mm Stealth, MMX Matchmaker RockShox Reverb 125mm Stealth, MMX Matchmaker

*Please check model availability and full geometry details with your dealer prior to ordering.*
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<th>Front Derailleur</th>
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<th>Rims</th>
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|-------|----------------|---------------|-----------------|-----------|---------|--------|------|-----------|------------|------------|------|------|-------|---------|---------|------|      |      |       |         |       |        |     |      |            |           |                |            |                |             |              |          |             |             |                |
| Whyte Custom Women's Fit, Triple Panel | 6061 Hydro Formed T6 Aluminium, Custom Designed | Straight Bladed Carbon Monocoque with Eyelets | SRAM Via UTC, 48-32 Urban Compact | SRAM PG-1030, 11-32, 10 Speed | SRAM Power Spline, 68mm Shell | FSA FSA Tempo 50-34, 9 Speed, Compact | Shimano HG-50-10, 11-36 10 Speed | SRAM Via Centro, Dual Density Lock-on | Shimano Auriga, Light Weight 160mm Rotor | Whyte, 80mm M, 90mm L & XL | 700 x 28c | DT Champion, 2.0mm Black Stainless with Brass Nipples | SRAM Via Centro, 10 Speed | 1 1/8” Sealed Cartridge Bearing Hub, 1 1/2” Upper, 1 1/8” Lower | FSA No. 23 Integrated Road, 1 1/8” Sealed Cartridge Bearing Hub, 1 1/2” Upper, 1 1/8” Lower | Whyte Narrow, 31.8mm, 30mm Rise, 580mm Wide | Whyte Narrow, 31.8mm, 30mm Rise, 580mm Wide | Whyte Custom, Dual Density Lock-on's | 1.5” aluminium, 1” alloy | 1.5” aluminium, 1” alloy | 1” alloy | 1” alloy | 1” alloy | 1” alloy | 1” alloy | 1” alloy |
| Whyte Custom, Dual Density Lock-on's | 6061 Hydro Formed T6 Aluminium, Custom Designed | Straight Bladed Carbon Monocoque with Eyelets | SRAM Via GT, 48-32 Urban Compact | SRAM PG-1030, 11-32, 10 Speed | SRAM GXP, 73mm | FSA Vero, 34-50, 9 Speed, Compact Double | Shimano HG-30, 11-32, 9 Speed | SRAM Via GT, 10 Speed | Shimano Auriga WDS, Light Weight 160mm Rotor | Whyte, 80mm M, 90mm L & XL | 700 x 28c | DT Champion, 2.0mm Black Stainless with Brass Nipples | SRAM Via GT 10 Speed | 1 1/8” Sealed Cartridge Bearing Hub, 1 1/2” Upper, 1 1/8” Lower | FSA No. 42 Integrated Road, 1 1/2” Upper, 1 1/8” Lower | Whyte Narrow, 31.8mm, 30mm Rise, 580mm Wide | Whyte Narrow, 31.8mm, 30mm Rise, 580mm Wide | Whyte Custom, Dual Density Lock-on's | 1.5” aluminium, 1” alloy | 1.5” aluminium, 1” alloy | 1” alloy | 1” alloy | 1” alloy | 1” alloy | 1” alloy | 1” alloy |
| Whyte Narrow, 31.8mm, 30mm Rise, 580mm Wide | 6061 Hydro Formed T6 Aluminium, Custom Designed | Straight Bladed Carbon Monocoque with Eyelets | SRAM Via GT, 48-32 Urban Compact | SRAM PG-1030, 11-32, 10 Speed | SRAM GXP, 73mm | FSA Vero, 34-50, 9 Speed, Compact Double | Shimano HG-30, 11-32, 9 Speed | SRAM Via GT, 10 Speed | Shimano Auriga WDS, Light Weight 160mm Rotor | Whyte, 80mm M, 90mm L & XL | 700 x 28c | DT Champion, 2.0mm Black Stainless with Brass Nipples | SRAM Via GT 10 Speed | 1 1/8” Sealed Cartridge Bearing Hub, 1 1/2” Upper, 1 1/8” Lower | FSA No. 42 Integrated Road, 1 1/2” Upper, 1 1/8” Lower | Whyte Narrow, 31.8mm, 30mm Rise, 580mm Wide | Whyte Narrow, 31.8mm, 30mm Rise, 580mm Wide | Whyte Custom, Dual Density Lock-on's | 1.5” aluminium, 1” alloy | 1.5” aluminium, 1” alloy | 1” alloy | 1” alloy | 1” alloy | 1” alloy | 1” alloy | 1” alloy |
| Whyte Narrow, 31.8mm, Riser Bar 30mm, 580mm Wide | 6061 Hydro Formed T6 Aluminium, Custom Designed | Straight Bladed Carbon Monocoque with Eyelets | SRAM Via GT, 48-32 Urban Compact | SRAM PG-1030, 11-32, 10 Speed | SRAM GXP, 73mm | FSA Vero, 34-50, 9 Speed, Compact Double | Shimano HG-30, 11-32, 9 Speed | SRAM Via GT, 10 Speed | Shimano Auriga WDS, Light Weight 160mm Rotor | Whyte, 80mm M, 90mm L & XL | 700 x 28c | DT Champion, 2.0mm Black Stainless with Brass Nipples | SRAM Via GT 10 Speed | 1 1/8” Sealed Cartridge Bearing Hub, 1 1/2” Upper, 1 1/8” Lower | FSA No. 42 Integrated Road, 1 1/2” Upper, 1 1/8” Lower | Whyte Narrow, 31.8mm, 30mm Rise, 580mm Wide | Whyte Narrow, 31.8mm, 30mm Rise, 580mm Wide | Whyte Custom, Dual Density Lock-on's | 1.5” aluminium, 1” alloy | 1.5” aluminium, 1” alloy | 1” alloy | 1” alloy | 1” alloy | 1” alloy | 1” alloy | 1” alloy |

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<th>Pedals</th>
<th>FSA Mega Exo</th>
<th>FSA Square Taper</th>
<th>FSA Omega 34-50, 9 Speed, Compact Double</th>
<th>Chainset</th>
<th>Cassette</th>
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<td>SRAM Force, 32T Max Capacity, WiFli Function, 11 Speed</td>
<td>SRAM Force, 32T Max Capacity, WiFli Function, 11 Speed</td>
<td>Shimano Ultegra, Max capacity 32T, 11 Speed</td>
<td>FSA EVO-8681 GXP</td>
<td>FSA No. 42 Integrated Road, 1 1/2” lower and 1 1/8” upper</td>
<td>Shimano ST-5800, 11 Speed</td>
<td>Shimano ST-3500 Sora, 9 Speed</td>
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<td>FSA SL-K Compact, UD Carbon, 400/420/440mm</td>
<td>SRAM Rival, Full Hydraulic, 11 Speed</td>
<td>FSA Gossamer Pro EVO-386</td>
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<td>Uni-directional Multi Monocoque with internal cable routing, Straight Bladed Full Carbon Front Fork with Tapered Alloy Steerer</td>
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<td>FSA No. 42 Integrated Road, 1 1/2” lower and 1 1/8” upper</td>
<td>FSA Vero, 34-50, 9 Speed, Compact Double</td>
<td>FSA Mega Exo</td>
<td>FSA No. 42 Integrated Road, 1 1/2” lower and 1 1/8” upper</td>
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whyte.bike

DESIGNED IN THE UK