



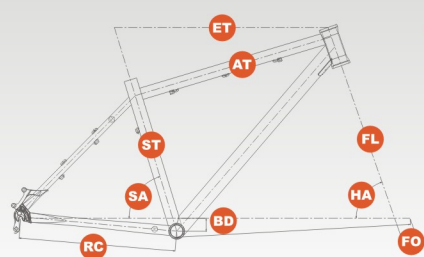
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TM-600 ATB



- Weight: 1270g (43cm, painting, frame only)
- Seat post: Ø31.6mm
- Seat tube: Ø34.9mm
- Made in Taiwan



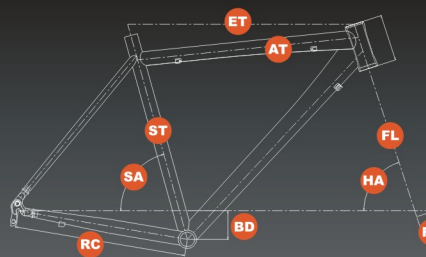
SIZE	ET	AT	ST	HT	BD	RC	SA	HA	FL	FO
38(cm)	555	534.7	380	110	35	425	73.0°	70.8°	453	39.5
43(cm)	580	555.7	430	110	35	425	73.0°	70.8°	453	39.5
48(cm)	595	571.2	480	135	35	425	73.0°	70.8°	453	39.5
53(cm)	620	596.9	530	170	35	425	73.0°	70.8°	453	39.5



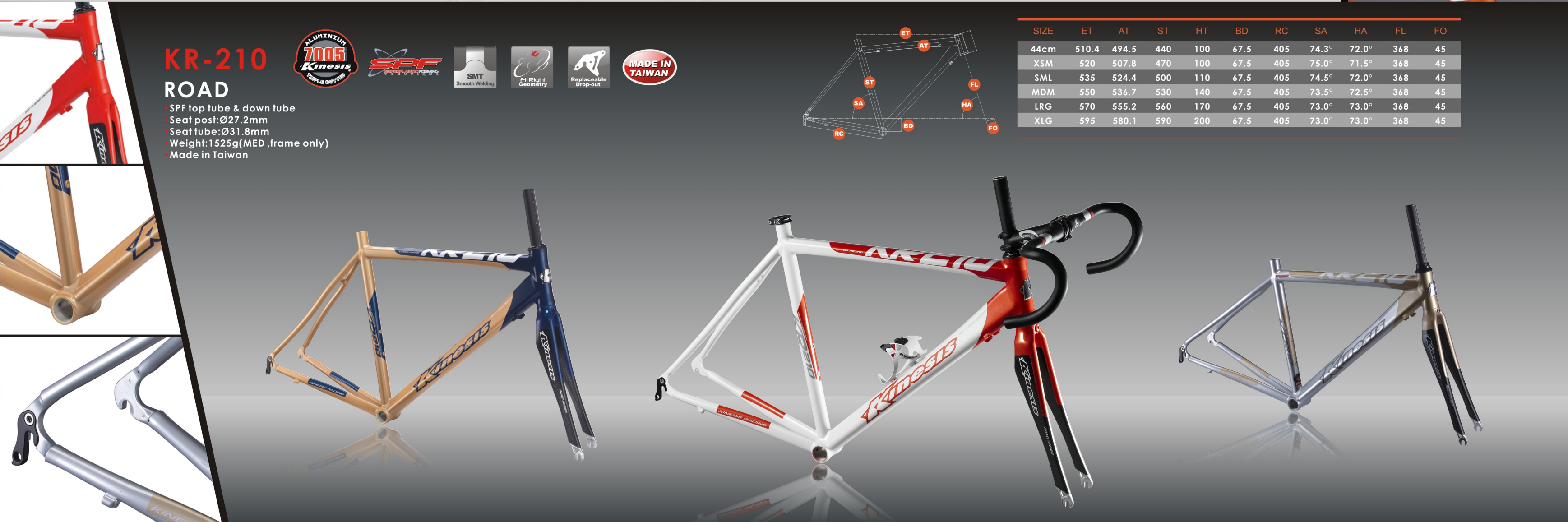
KR-210 ROAD



- SPF top tube & down tube
- Seat post: Ø27.2mm
- Seat tube: Ø31.8mm
- Weight: 1525g (MED, frame only)
- Made in Taiwan



SIZE	ET	AT	ST	HT	BD	RC	SA	HA	FL	FO
44cm	510.4	494.5	440	100	67.5	405	74.3°	72.0°	368	45
XSM	520	507.8	470	100	67.5	405	75.0°	71.5°	368	45
SML	535	524.4	500	110	67.5	405	74.5°	72.0°	368	45
MDM	550	536.7	530	140	67.5	405	73.5°	72.5°	368	45
LRG	570	555.2	560	170	67.5	405	73.0°	73.0°	368	45
XLG	595	580.1	590	200	67.5	405	73.0°	73.0°	368	45

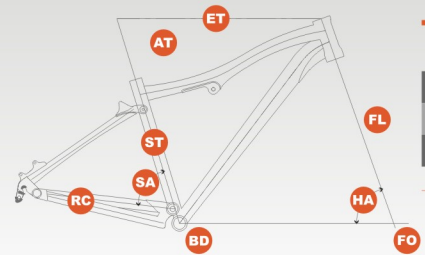


TSX-600



CROSS COUNTRY SUSPENSION

- SPF top tube & down tube & seat stays
- Shock (eye to eye): 165-22.2xØ8-22.2xØ8
- Shock travel: 38mm
- Wheel travel: 97mm
- Seat post: Ø31.6mm
- Seat tube: Ø34.9mm
- Weight: 3000g (17", painting, frame w/shock)
- Made in Taiwan

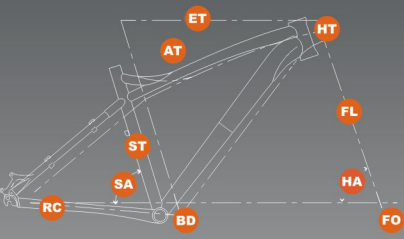


SIZE	ET	AT	ST	HT	BD	RC	SA	HA	FL	FO
39(cm)	550	534.4	390	110	0	435	73.4°	70.5°	500	39.5
42(cm)	570	544.7	420	120	0	435	73.0°	70.5°	500	39.5
44(cm)	580	556.4	420	120	0	435	73.0°	70.5°	500	39.5



TM-200 MTB HARDTAIL

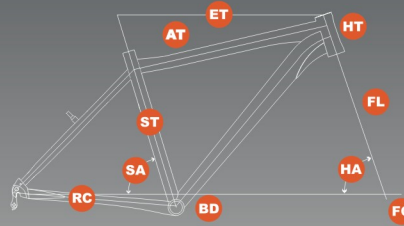
- "A"-STYLE "seat stay"
- SPF down tube, gusset free design which improves stiffness and minimize any extra weight.
- Seat post: Ø27.2mm
- Seat tube: Ø31.8mm
- Weight: 1470g (17", painting, frame only)
- Geometry



SIZE	ET	AT	ST	HT	BD	RC	SA	HA	FL	FO
15(IN)	545	527.0	381	100	35	420	73.0°	71.0°	442	45
17(IN)	545	523.7	432	110	35	420	73.0°	71.0°	442	45
19(IN)	560	536.9	483	120	35	420	73.0°	71.0°	442	45

TH-200 COMMUTER

- SPF top tube & down tube & chain stays.
- Gusset free design.
- Compatible with rear luggage rack and fender.
- Matching fork ML06, weight: 824g (Steerer tube: 7050 aluminum, length: 300mm)
- Seat post: Ø27.2mm
- Seat tube: Ø31.8mm
- Weight: 1530g (17", painting, frame only.)
- Geometry



SIZE	ET	AT	ST	HT	BD	RC	SA	HA	FL	FO
15(IN)	545	522.2	381	100	35	420	73.0°	71.0°	402	43
17(IN)	545	523.6	432	110	35	420	73.0°	71.0°	402	43
19(IN)	560	543.4	483	120	35	420	73.0°	71.0°	402	43





KSX-420



XC SUSPENSION

Use the revolutionary SPF Superplastic Forming Technique to form one-piece frame which combines lightness and intensity.

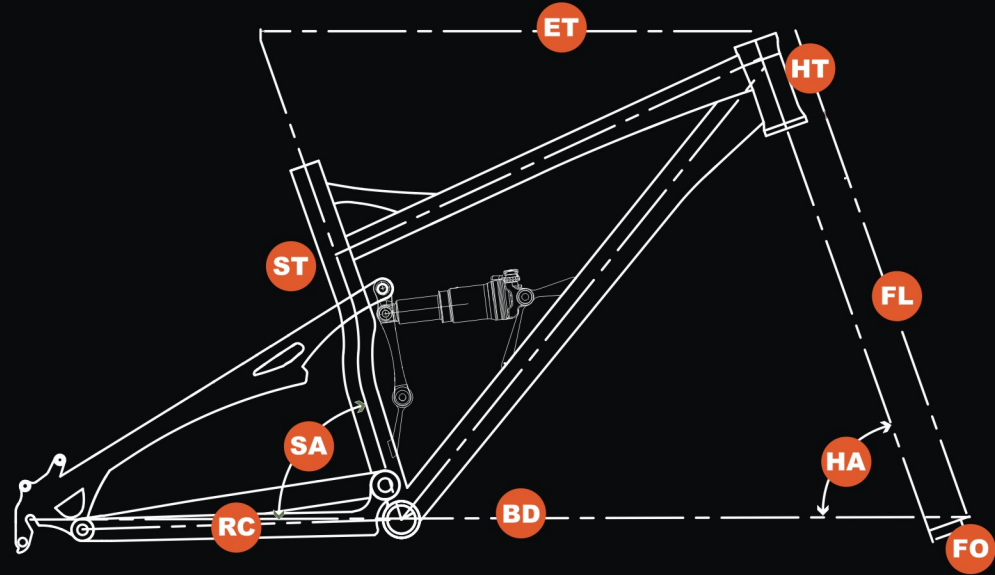
Use gusset free design for the appearance, this design improves stiffness and minimize any extra weight without adding welds.

Use dynamics theorem to create the 3-D crest line frame design by precise calculation, which can efficiently scatter the striking stress from the floor to the frame during the ride and supply more stability.

The clear-cut crest line makes the frame model more eye-catching.

It's obvious to find that KINESIS take the firm attitude of handiwork toward KSX-420 and make a convincing commentary for the combination of handiwork and design.

- SPF Top tube/Down tube/Seat stays/Seat stay yoke
- Seat post:Ø31.6mm
- Seat tube:Ø34.9mm
- Shock (eye to eye):165-8x22.2-8x22.2
- Shock travel:38mm
- Wheel travel:94.3mm



SIZE	ET	ST	HT	BD	RC	SA	HA	FL	FO
37cm	530	370	110	0	435	73°	70.5°	500	39.5
39cm	555	390	110	0	435	73°	70.5°	500	39.5
43cm	580	430	110	0	435	73°	70.5°	500	39.5
48cm	595	480	135	0	435	73°	70.5°	500	39.5
53cm	615	530	160	0	435	73°	70.5°	500	39.5



Optional Colors :



Optional Colors :



KINESIS'SUSPERPLASTIC FORMING'TUBE TECHNOLOGY

SPF原本是使用在航太工业及汽车工业上，SPF利用高温让管件结构达到最佳塑性状态，总是不断在生产技术及研发上求新求变的KINESIS(凯莱斯)率先将这项技术导入自行车行业，

铝合金7005的延伸率为16%，液压成型约使用在20-30%的变形，不足之处以缩管来弥补，因而造成重量过重与部份材料组织的破坏，SPF延伸率高达50%，足以满足市场目前造型的需求。以液压20%变形为例，SPF可减重10%；若液压30%变形，SPF就可减重25%，超过30%的变形因缩管的缺陷，不宜采用液压成型，此外，使用SPF技术制造出来的复杂形状，不会影响管件的结构强度。由此可见，SPF不但可产出复杂度远高于液压成型的造型，更可依强度最佳化设计重量，达到轻量化的目的。

运用SPF技术，在造型上可以和CARBON车架/前叉相媲美，而且价格实惠。在全球节能减碳的主流趋势下，KINESIS期许能持续研发出更轻量、更节省材料的产品代替千年不变的碳纤维产品，以符合市场趋势与消费者的要求。

Replaceable drop-out

A bicycle frame vibrations will eventually cause a bicycle frame trash your ultra-expensive frame.with a replace able drop-out, simply unscrew the broken drop-out and slap-in a new one, and you

FLT(Flat welding)

Flat welding can make the frame's appearance smooth and clean, and lets the stress be scattered, so that the intensity can be better.

SMT(Smooth welding)

Smooth welding manufactures softly scaled weld seams for smoothened. It can make the frame's appearance more smooth and cleaner than FLT , but same intensity as FLT performances.

The product with high precision,smooth surface and beautiful welding seam with high quality

Production and Quality

All manufacturing steps are entirely executed in house by our own engineers, technicians, mechanics, welders, and CNC operators. That means 100% production control in house to ensure that every frame/fork meets the highest standards in quality, performance and safety.

Testing

Each of our frame/fork must pass test before it leaves the factory. Raw materials are also checked for quality immediately upon arrival into our factory. So every frame/fork that leaves our factory meets the standards that we have set.