



The Rubicon SX

DESCRIPTION

Like the Rubicon Comp, only more so. This version features beefed-up frame walls with extra unidirectional graphite in our proprietary toughened epoxy matrix. Which, when combined with 4.75" of rear travel provided by the standard single air/oil shock - or a whopping 8"+ with the optional dual-shock setup - makes the Rubicon SX perfect for Enduro-class events...not to mention multi-terrain, multi-purpose, go-anywhere, do-anything bashing.

NOTE: RUBICON SX SIZE AVAILABILITY IS LIMITED.

Conventional rear suspensions allow the rider to change shock response only about 10% by shifting weight forward or aft. But the Rubicon's articulated top tube is directly linked to the suspension interface, so changes in rider weight distribution input directly to the shock. Fully seated, Rubicon delivers an extra-plush 4:1 spring rate; moving weight off the saddle gradually stiffens the shock to a 3:1 ratio. Bottom line: our Compound Suspension delivers a whopping 25% net shock response change, or 2.5 times the tunability of conventional designs.

GEOMETRY

Seat Tube	17"	19"
Standover	28.9	29.5
Top Tube	23.0	23.25
Head Angle	70.5	70.5
Seat Angle	73.25	73.0
B/B Height	12.4"	12.5"
Chainstay	16.75	16.75
Fork Rake	1.64	1.64
Trail	2.9	2.9
Front Center	25.3	25.7
Wheelbase	42.0	42.4
Brake Mount	Disc or Linear-Pull	
Bottom Bracket	68mm, English Threaded	
Seat Post Diameter	27.2mm	
Front Derailleur	1-1/8" Bottom Pull, Top or Bottom Swing or E-Style	
Fork	1-1/8", threadless	

COMPONENTS

Shimano XT Avid Brakes / Fox Vanilla Fork

*Available through Authorized Kestrel Dealers.

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