



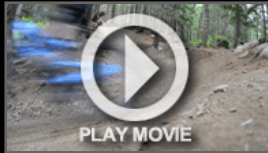
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BLOG TEAM COMPANY SUPPORT CUSTOMER PHOTOS VIDEO  
**BIKES NOT BIKES DEALERS STORE**

TR450/TR250/BLINDSIDE/BOTTLEROCKET/CARBON COVER/COVER/BANDIT/BANDIT 29/DOUBLE/TRANSAM/TRANSAM 29/BANK/TOP



**TR250** OVERVIEW/FEATURES | PRICING/BUILD KIT | GEOMETRY | REVIEWS





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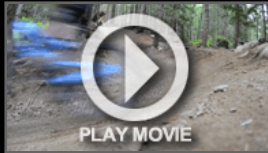
TR450/TR250/BLINDSIDE/BOTTLEROCKET/CARBON COVERT/COVERT/BANDIT/BANDIT 29/DOUBLE/TRANSAM/TRANSAM 29/BANK/TOP

## OVERVIEW/FEATURES

The TR250 is the little brother to our world cup proven TR450. It's not afraid to go fast in gnarly terrain, but the TR250 is a more nimble handling bike, with tighter geometry for a more playful feel on the trail. With settings for 180mm or 160mm of rear wheel travel, adjustable head angle and bottom bracket height as well as chainstay length, the TR250 is a truly versatile downhill bike. Designed with bike parks like Whistler in mind, this is the ultimate shuttle and lift bike for someone that cares more about styling jumps than split times. The TR250 build is spec'd with a single crown fork, but the frame is fully dual crown compatible. The size small also makes an excellent downhill race bike for shorter riders.

- REAR TRAVEL:** 160mm (6") / 180mm (7") Adjustable Rear Wheel Travel
- REAR SHOCK:** 8.5" x 2.5" (Forward Pin 22.2mm x 8mm, Rear Pin 22.2mm x 8mm)
- FRAME MATERIAL:** 6061 Heat Treated Aluminum
- SIZES:** Small, Medium, Large
- COLORS:** Purple, Green, Raw
- FRAME WEIGHT:** 10.8 lbs / 4.9 kg (Medium Frame With Rear Shock)
- COMPLETE WEIGHT:** TR250 1 (37.8 lbs/17.1 kg) TR250 2 (37.6 lbs/17 kg) (Medium Bike)
- WARRANTY:** 2 year defect warranty, lifetime crash replacement.
- SEATPOST/CLAMP:** 31.6mm Seatpost/34.9mm Clamp
- HEADTUBE:** Tapered 1.5" / 1-1/8" (1.5" Lower Cup 49.6mm ID / 1-1/8" Flush Top Cup 44mm ID)
- BOTTOM BRACKET:** 83mm shell x 56mm chainline
- REAR DROPOUT:** 150mm x 12mm
- FRONT DERAILLEUR:** not compatible
- CHAINGUIDE:** ISCG 05

TR250 [OVERVIEW/FEATURES](#) | [PRICING/BUILD KIT](#) | [GEOMETRY](#) | [REVIEWS](#)





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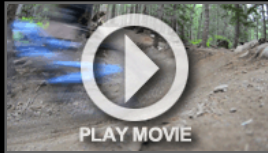
PRICING/BUILD KIT

	USA:	CAN:	INTL:
TR250 Frame with Fox DHX RC4 w/Kashima	\$2499 USD	\$2599 CAD	Price Varies
TR250 1 Complete Bike w/Fox 36 Van 180 RC2 Black Tapered w/Kashima	\$5229 USD	\$5329 CAD	Price Varies
TR250 2 Complete Bike w/Fox 36 Van 180 RC2 Black Tapered w/Kashima	\$4499 USD	\$4599 CAD	Price Varies

- TR250 1**  
 Fox DHX RC4 w/Kashima  
 Fox 36 Van 180 RC2 Black Tapered w/Kashima  
 TBC Temple Lite  
 Kore Torsion 800x35mm  
 FSA Gravity DX Pro  
 Shimano Saint M815 36t  
 Shimano Saint M810 203  
 Maxxis High Roller II 2.4 3C  
 Thomson Elite  
 TBC Park N Ride Diamond Stitch  
 TBC Lock On  
 SRAM PG-950 11-26  
 TBC Revolution 32 150  
 Shimano M810 Saint 9 Sp  
 Shimano M810 Saint SS  
 Hive LG1+ ISCG05 32-36 Black  
 KMC X9.93  
 Not Included

- TR250 2**  
 Fox DHX RC4 Kashima  
 Fox 36 Van 180 RC2 Black Tapered w/Kashima  
 TBC Temple Lite  
 Kore Torsion 800x35mm  
 FSA Gravity DX Pro  
 Truvativ Descendent GXP83 36t  
 Avid Code R 200  
 Maxxis High Roller II 2.4 3C  
 Truvativ Hussefelt DC  
 TBC Park N Ride Diamond Stitch Race  
 TBC Lock On  
 SRAM PG-950 11-26  
 TBC Revolution 32 150  
 SRAM X7 RR 9SPD  
 SRAM X9 SHORT CAGE 9SPD  
 Hive LG1+ ISCG05 32-36 Black  
 KMC X9.93  
 Not Included

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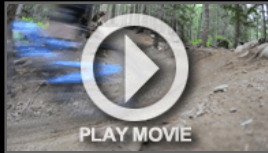
## GEOMETRY

Show data in: [Metric](#) / Imperial

SIZING	SMALL	MEDIUM	LARGE
up to 170.18cm	X		
170.18cm - 182.88cm		X	
182.88cm and up			X

GEOMETRY: 577mm Axle-to-Crown	SMALL	MEDIUM	LARGE
Reach	348.36mm	380.11mm	411.86mm
Stack	596mm	596mm	596mm
Top Tube (Effective)	542.98mm	574.73mm	606.48mm
Seat Tube (center to top)	405mm	405mm	405mm
Head Tube Angle	64°, 64.5°, 65° Adjustable		
ChainStay Length	429.26mm, 435.61mm, 441.96mm Adjustable		
Bottom Bracket Drop	0.5mm, -6mm, -12.92mm		
Bottom Bracket Height	342.9mm, 349.25mm, 355.6mm Adjustable		
Wheelbase	1117.57mm	1149.32mm	1181.10mm
Head Tube Length	110mm	110mm	110mm
Max Rear Tire Clearance	26" x 2.8"	26" x 2.8"	26" x 2.8"

TR250 OVERVIEW/FEATURES | PRICING/BUILD KIT | [GEOMETRY](#) | REVIEWS





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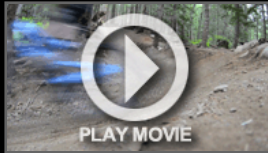
## GEOMETRY

Show data in: Metric / **Imperial**

-sizing	SMALL	MEDIUM	LARGE
up to 5'7"	X		
5'7" - 6'0"		X	
6'0" and up			X

GEOMETRY: 577mm Axle-to-Crown	SMALL	MEDIUM	LARGE
Reach	13.71"	14.96"	16.21"
Stack	23.46"	23.46"	23.46"
Top Tube (Effective)	21.37"	22.62"	23.87"
Seat Tube (center to top)	16"	16"	16"
Head Tube Angle	64°, 64.5°, 65° Adjustable		
ChainStay Length	16.9", 17.15", 17.4" Adjustable		
Bottom Bracket Drop	.02", -.23", -.48"		
Bottom Bracket Height	13.5", 13.75", 14" Adjustable		
Wheelbase	44"	45.25"	46.5"
Head Tube Length	4.33"	4.33"	4.33"
Max Rear Tire Clearance	26" x 2.8"	26" x 2.8"	26" x 2.8"

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## REVIEWS

### Pinkbike.com Reviews the TR250

"It loves to session the local booters, but it also can rail corners with the best downhill bikes out there. Unlike a lot of builds, the stock spec from Transition is also fully ready to shred, with nothing needing to be swapped out before hitting the trails." - Pinkbike.com  
[View the Review Here.](#)

### Sicklines.com Reviews the TR250

"The TR250 is a ridiculously fun ride that is functionally and aesthetically dialed. If you spend most of your time in bike parks or on shuttle runs, the TR250 should be on your short list if you're looking to style your way down. This is multiplied if you tend towards a more playful style as opposed to riding as fast as possible at all times. The Transition crew has turned out a top shelf machine here with and if you can swing the \$2500 entry fee I doubt you'll be disappointed." - Sicklines.com  
[View the Review Here.](#)

### Dirt Magazine Reviews the TR250

"Agile, manoeuvrable, stable in the air, attacking, quick uptake on pedal transfer, fast, precise, these are all the things I think about the TR250" - Dirt Magazine  
[View the Review Here.](#)

### Bike Magazine Reviews the TR250

"Aesthetically speaking, Transition's TR250 stands out from the other big-travel bikes in our test. Out on the trail, the Transition proved just as unique: It's a nimble-yet-fearless, mini-DH bike. This Bike is about having as much fun as possible while charging as fast you possibly can." - Bike Magazine  
[View the Review Here.](#)

### IMB Magazine First Ride On The TR250

"The 250 was designed to be a fun play bike and that's exactly what it is. It pedals so well in both short and long travel settings allowing you to sprint away with ease. And when it gets up to speed it's more than capable of whatever you can throw at it. It was a real confidence inspiring bike and I soon found myself hitting lines and obstacles I hadn't for awhile as well as scoping out new ones." - IMB Magazine  
[View the Review Here.](#)

TR250 OVERVIEW/FEATURES | PRICING/BUILD KIT | GEOMETRY | [REVIEWS](#)

