



SPUR

120MM REAR / 120MM FRONT / 29" WHEELS

SPUR
OVERVIEW/BUY BUILD SPECS SBG GEOMETRY FEATURES REVIEWS FRAME SPECS FAQ'S SUPPORT/SETUP




THE ALL-COUNTRY BIKE

Effortlessly explore, seek, and pursue the mountain in ways you never imagined.

The Spur provides a sense of connection to the bike as if it were an extension to your body. Fast and efficient with an anti-gravity feel and laser-pointer precision that begs you to climb more, go farther, and descend anything you may encounter along the way. You'll instantly appreciate the free speed you're awarded while accelerating where you're usually accustomed to pedaling. Don't judge a book by its cover though, with all these lightweight and uphill oriented character traits the Spur


STEP 1. SELECT BUILD

XX1  \$9,199 USD

XG1  \$6,499 USD

GX  \$5,399 USD

DEORE  \$4,499 USD

FRAMESET  \$3,199 USD

STEP 2. SELECT PARTS KIT DROPPER POST SIZE AND FORK DECAL COLOR

☐ 150mm Reverb Limited Availability

☐ 150mm Reverb Limited Availability

☐ 170mm Reverb Limited Availability

☐ 170mm Reverb Limited Availability

requires no adjustment to descend like you're used to, you might actually go faster.

AVAILABLE COLORS:
■ DEEP SEA GREEN ■ BLACK POWDER

STEP 3. SELECT YOUR FRAMESET SIZE AND COLOR ABOVE

The Spur XX1 AXS will ship in two boxes and assembly will be required. After adding the Parts Kit to your cart, select the Frameset option above to add the desired frame size and color to your order.

*** The Spur XX1 AXS Parts Kits is not available to order without a corresponding Spur frameset.

\$6,000.00 USD

This bike is currently unavailable for online ordering.

If you'd like to purchase a bike from a local Transition dealer, use this [dealer locator](#) tool and reach out to them to see what options are available.

If you don't have a local dealer and would like to order a bike directly from Transition and have it shipped to your door, you can contact us at (360) 366 4960 ext 3, or email info@transitionbikes.com to see what options are available. Please be prepared to provide us with the trim level, size, color, and your city and state when reaching out.

LIMITED AVAILABILITY



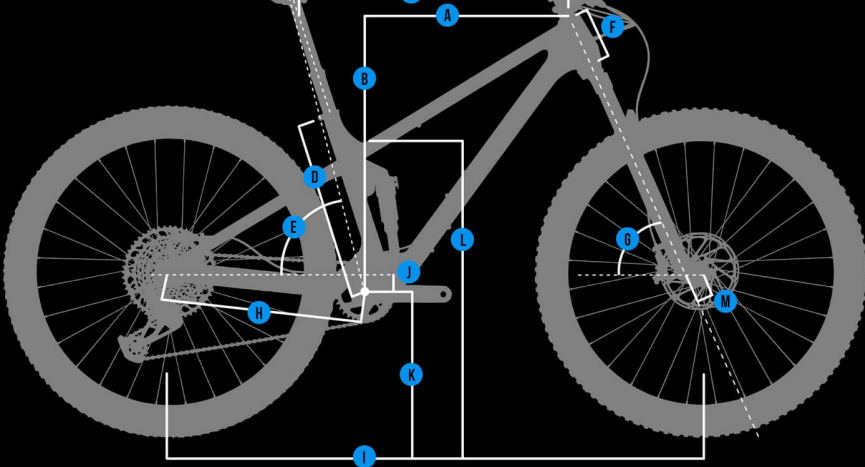
	XX1	XG1	GX	SHIMANO DEORE	FRAMESET
FRAME	Spur Carbon 120mm	Spur Carbon 120mm	Spur Carbon 120mm	Spur Carbon 120mm	Spur Carbon 120mm
REAR SHOCK	RockShox SIDLuxe Ultimate	RockShox SIDLuxe Ultimate	RockShox SIDLuxe Select+	RockShox SIDLuxe Select+	RockShox SIDLuxe Ultimate
FORK	RockShox SID Ultimate 120mm, 44mm Offset	RockShox SID Ultimate 120mm, 44mm Offset	RockShox SID Select+ 120mm, 44mm Offset	RockShox SID Select 120mm, 44mm Offset	
HEADSET	Cane Creek 40 Series	Cane Creek 40 Series	FSA No.57E	FSA No.57E	
STEM	RaceFace Turbine R (50mm)	RaceFace Turbine R (50mm)	RaceFace Aeffect R (50mm)	RaceFace Aeffect R (50mm)	
HANDLEBAR	OneUp Carbon Bar (800mm x 20mm)	OneUp Carbon Bar (800mm x 20mm)	ANVL Mandrel Alloy (800mm x 20mm)	RaceFace Aeffect R (780mm x 20mm)	
GRIPS	Sensus Lite	Sensus Lite	Sensus Lite	Sensus Lite	
SADDLE	ANVL Forge Cromo	ANVL Forge Cromo	ANVL Forge Cromo	ANVL Forge Cromo	
SEATPOST	RockShox Reverb AXS 150mm or 170mm	OneUp Dropper Post SM (120mm) MD (150mm) LG (180mm) XL (210mm)	OneUp Dropper Post SM (120mm) MD (150mm) LG (180mm) XL (210mm)	OneUp Dropper Post SM (120mm) MD (150mm) LG (180mm) XL (210mm)	
BRAKES	SRAM G2 Ultimate	SRAM G2 RSC	SRAM G2 RS	Shimano Deore M6120	
ROTORS	SRAM Centerline X (180/160mm)	SRAM Centerline (180/160mm)	SRAM Centerline (180/160mm)	Shimano Deore RT64 (180/160mm)	
SHIFTER	SRAM AXS Controller	SRAM XO1 Eagle	SRAM GX Eagle	Shimano Deore M6100	
DERAILLEUR	SRAM XX1 AXS	SRAM XO1 Eagle	SRAM GX Eagle	Shimano Deore M6100	
CASSETTE	XG1299 (10-52t) Copper XX1	SRAM XG 1295 (10-52t)	SRAM XG 1275 (10-52t)	Shimano Deore M6100 (10-51t)	
CHAIN	SRAM XX1 Black	SRAM XO1 Eagle	SRAM GX Eagle	Shimano Deore M6100	
CRANK	XX1 Carbon DUB (32t/175mm) All Sizes	SRAM X1 Carbon DUB (32t/175mm) Small 170mm	SRAM Stylo 7K DUB (32t/175mm) Small 170mm	Shimano Deore M6100 (32t/175mm) Small 170mm	
WHEELSET	DT Swiss XRC 1200 Spline 25 Carbon	DT Swiss XR 1700 Spline 25	Stans Arch S1 Team 28H	Stans Arch D Rims w/Shimano MT410-B Hubs	
TIRE/FRONT	Maxxis Dissector 3C EXO (29x2.4)	Maxxis Dissector 3C EXO (29x2.4)	Maxxis Dissector 3C EXO (29x2.4)	Maxxis Dissector 3C EXO (29x2.4)	
TIRE/REAR	Maxxis Rekon 3C EXO (29x2.4)	Maxxis Rekon 3C EXO (29x2.4)	Maxxis Rekon 3C EXO (29x2.4)	Maxxis Rekon 3C EXO (29x2.4)	
INCLUDED	Tubeless Valves & Stans Sealant (6oz)	Tubeless Valves & Stans Sealant (6oz)	Tubeless Valves & Stans Sealant (6oz)	Tubeless Valves & Stans Sealant (6oz)	
WEIGHT	24.7 lbs / 11.2 kg (Size MD)	25.2 lbs / 11.4 kg (Size MD)	26.9 lbs / 12.2 kg (Size MD)	29.4 / 13.3 kg (Size MD)	5.4 lbs / 2.45 kg (Size MD w/shock)

Specs are subject to change at any time.



SPEED BALANCED GEOMETRY

SBG ensures the bike maintains low speed agility, front wheel traction, and proper rider weight balance while actually increasing confidence in steep terrain and at high speeds. With SBG, a slacker head tube angle is combined with a all new reduced offset fork standard, preventing the front wheel from being too far in front of the rider. This improves front to rear weight distribution on the bike, which is often out of balance on long and slack bikes. One of SBG's greatest benefits



is that it creates a confident steering feel that adapts to wheel speed. More stability when going fast, more agility on technical slow speed maneuvering as well as improved traction, control and confidence for any skill level of rider.

LEARN MORE ABOUT SBG

	SM	MD	LG	XL
A.REACH	425	455	480	510
B.STACK	600	610	619	632
C.EFFECTIVE TT LENGTH	569	602	630	664
D.SEAT TUBE LENGTH	380	410	460	500
E.EFFECTIVE ST ANGLE	76.7°	76.2°	75.9°	75.6°
SADDLE HEIGHT FOR EFFECTIVE ST ANGLE	600	660	720	780
ACTUAL ST ANGLE	72°	72°	72°	72°
SEAT TUBE OFFSET AT BB	51	51	51	51
F.HEAD TUBE LENGTH	100	110	120	135
G.HEAD TUBE ANGLE	66.0°	66.0°	66.0°	66.0°
H.CHAINSTAY LENGTH	435	435	435	435
I.WHEELBASE	1156	1190	1219	1255
J.BOTTOM BRACKET DROP	40	40	40	40
K.ESTIMATED BB HEIGHT	335	335	335	335
L.STAND OVER HEIGHT	662	667	670	677
M.FORK OFFSET	44	44	44	44

[CHECK OUT OUR SIZING GUIDE](#)

[UNDERSTANDING EFFECTIVE SEAT TUBE ANGLE](#)

FRAME FEATURES



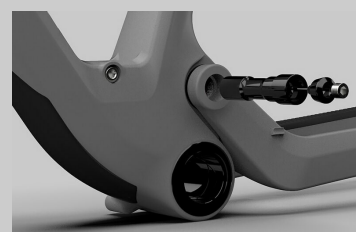
1. LIFETIME WARRANTY

At Transition Bikes we take pride in the quality of our products and are stoked to offer a lifetime warranty for the original owner and our stellar crash replacement program. We got your back so you don't have to worry about your bike.



2. ALL CARBON CONSTRUCTION

Full carbon frame made from premium Japanese Toray fiber with a tailored blend of 24T, 30T and 40T materials to create the right balance of frame stiffness, strength, and impact toughness. Our unique latex coated EPS molding process allows for sharper frame lines and tighter edge radius control with maximum strength to weight ratio and less wasted material.



3. PIVOT TECHNOLOGY

Collet main pivot technology improves rear end stiffness and keeps your pivot hardware tight. Additional bearing shields prevent main pivot bearing contamination when washing your bike or riding in wet conditions.



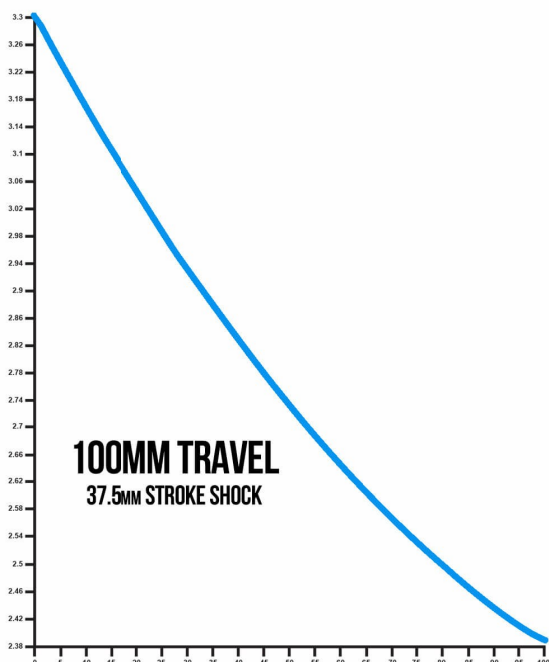
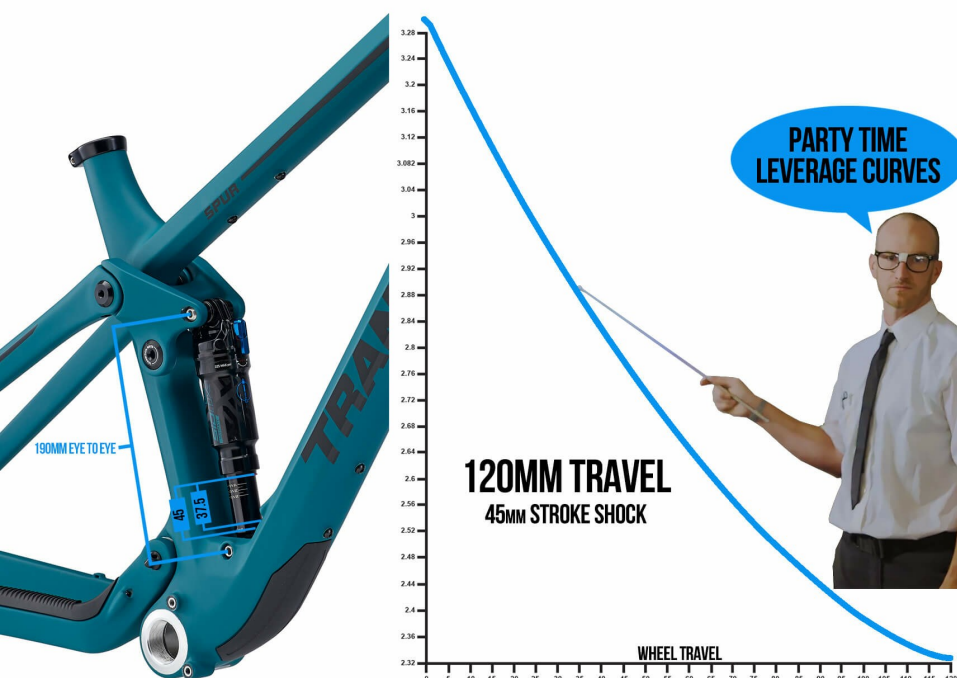
GIDDYUP SUSPENSION DESIGN

We want to make it as easy as possible to experience great rear suspension performance. The GiddyUp suspension system is designed to behave intuitively across a broad range of setup. Because, we get it, sometimes you just want to grab your bike and GiddyUp, without checking your setup. When you do, it will always feel good.

With nearly 30% of progression and a consistent linear rate of change, the Spur has an excellent balance of support and small bump sensitivity. Anti-squat is tuned to enhance pedaling performance and acceleration but doesn't get in the way of the suspension working when it's needed.

The GiddyUp suspension, featuring a one-piece flex stay rear triangle, is tuned to work correctly with inline style rear shocks and designed to provide a balanced feel with 120mm travel forks. Riders are able to add or remove volume spacers in the rear shock to suit their individual riding style and there is plenty of bottom out control for when things get rowdy. The Spur has 120mm of rear wheel travel when used with the supplied 190mm x 45mm stroke shock. It is also possible to install a shorter, 190mm x 37.5mm stroke shock, to reduce the rear wheel travel to 100mm if you are after a shorter travel experience.

A wide usable sag range of 25 - 35% allows the rider to tune the feel of the bike; from firm and snappy, to more supple and active. Wherever you end up, you can focus on the trail without remotes, levers or knobs. Just grab your bike and GiddyUp.



BETA

"BUT WHAT IS SURPRISING IS HOW WELL TRANSITION EXECUTED ITS FIRST FORAY INTO THIS CATEGORY—THE SPUR QUICKLY ROSE INTO THE TOP SPOTS OF MANY TESTERS' 'FAVORITE' LISTS AT THE BETA TESTS. IT'S LIGHT (OUR XO1 BUILD HAS A REPORTED WEIGHT OF JUST A TICK OVER 25 POUNDS), A ROCKETSHIP ON CLIMBS, BUT DOESN'T FEEL OVERWHELMED WHEN POINTED DOWNHILL. TRANSITION DUBBED IT 'ALL-COUNTRY,' BUT IT COULD BE CONSIDERED THE EPITOME OF A MODERN TRAIL BIKE—EQUALLY SUITED FOR BIG DAYS IN THE BACKCOUNTRY OR LUNCH RIPS ON THE HOME TRAILS." - BETA ONLINE MAGAZINE [CLICK HERE FOR THE FULL REVIEW](#)



"TRANSITION'S SPUR XO1 IS THE BEST REALISED 'DOWN-COUNTRY' BIKE WE'VE EVER TESTED. IT'S LIGHTNING QUICK, LURES YOU RIGHT INTO THE MIDDLE OF A TORNADO OF ACTION, YET ALWAYS SPITS YOU OUT WITH A SUNSHINE-AFTER-THE-STORM CALMNESS." - MOUNTAIN BIKE RIDER MAGAZINE [CLICK HERE FOR THE FULL REVIEW](#)



"OVERALL, THE SPUR HAS BEEN A BLAST. THIS REALLY IS A WELL ROUNDED BIKE WITH NO CHARACTERISTICS THAT ARE OUTLIERS. THE GEOMETRY, LAYUP, AND COMPONENTS ALL WORK TOGETHER. ITS NOT AN OVERLY STIFF BIKE, BUT ITS NOT UNSETTLING, AND SOMETIMES FEELS LIKE TRACTION. ITS GOT CUTE DAMPERS, BUT THEY WORK WELL WITH THE WEIGHT AND LAYUP OF THE BIKE. ITS NOT ALL ABOUT WEIGHT EITHER, WITH BURLIER COMPONENTS WHERE YOU'D WANT THEM." - COOPER QUINN / NSMB.COM [CLICK HERE FOR THE FULL REVIEW](#)

100MM WOLF

"THE SPUR HAS REDEFINED "TRAIL SPEED" FOR US. DUE TO THE LIGHTWEIGHT BUILD, AGGRESSIVE GEOMETRY, AND STABLE HANDLING, OUR BRAKING POINTS ON OUR TEST TRACK WERE COMPLETELY DIFFERENT AND WE FOUND OURSELVES BRAKE CHECKING SOME BIGGER GAPS AS WE WERE ALWAYS CARRYING MORE SPEED. THE SPUR IS ABLE TO SQUEEZE OUT EVERY BIT OF PERFORMANCE FROM THE ULTRA LIGHT SID SUSPENSION AND TAKE FULL ADVANTAGE OF THE LIGHTWEIGHT COMPONENTS. THE ONLY THING WE WOULD CHANGE IS SPEC A BIGGER BRAKE AS WE WERE CONTINUALLY TAKING THE SPUR INTO PROGRESSIVELY GNARLIER TERRAIN. IF YOU ARE LOOKING FOR THE MOST CAPABLE 120MM BIKE OUT THERE, GO THROW YOUR LEG OVER THE SPUR. WE WILL DEFINITELY HAVE IT AT THE FRONT OF OUR STABLE FOR THE FORESEEABLE FUTURE." - NIC HALL / THE LOAM WOLF [CLICK HERE FOR THE FULL REVIEW](#)

MTB-MAG.COM

"WHEN THE SPUR FIRST HEADED MY WAY FOR TESTING, I WASN'T QUITE SURE WHAT TO EXPECT AS I DON'T SPEND ALL THAT MUCH TIME ON BIKES WHICH ARE THAT LIGHT DUTY, NOR THAT LIGHTWEIGHT. ASIDE FROM A MINOR BUMP IN BAR HEIGHT, WHICH SAYS MORE ABOUT ME THAN THE BIKE, I WAS CONSISTENTLY IMPRESSED NOT ONLY BY HOW MUCH IT COULD HANDLE, BUT BY WHAT A HOOT IT WAS TO RIDE. LONG MASOCHISTIC DAYS IN THE SADDLE SIMULTANEOUSLY BECAME LESS TORTUOUS AND MORE FUN. I'M STILL TRYING TO FIGURE OUT HOW A BIKE THAT CLIMBS SO PROFICIENTLY CAN STILL MANAGE TO PUT SUCH A HUGE SMILE ON MY FACE WHEN POINTED BACK DOWNHILL, AND EVERYWHERE IN BETWEEN FOR THAT MATTER - IT ALMOST DOESN'T MAKE SENSE." - IAN COLLINS / MTB-MAG [CLICK HERE FOR THE FULL REVIEW](#)

[R]evolution

"FOR 120MM OF TRAVEL THIS BIKE WAS SUPER CAPABLE, WE HIT A HEAP OF ROUGH STUFF AT SPEED AND THIS RIG HAD US LAUGHING AT ACTUALLY HOW CAPABLE IT WAS. IT JUST GOES TO SHOW THAT IT'S NOT ALL ABOUT THE LENGTH OF THE SUSPENSION TRAVEL, THE GEOMETRY OF BIKES IS SUCH A HUGE FACTOR IN HOW WELL THEY HANDLE. SOME COOL ASPECTS OF HOW THIS BIKE HANDLED WERE THE FACT THAT IT JUMPED SUPER WELL, CORNERED AMAZING AND WAS SUPER FUN AND PLAYFUL ON A VARIETY OF TRAILS, IT DEFIANTLY PUT A SMILE ON OUR DIAL." - REVOLUTION MAGAZINE [CLICK HERE FOR THE FULL REVIEW](#)

YouTube

"" JEFF BRINES / YOUTUBE.COM [CHECK OUT THE VIDEO REVIEW HERE.](#)

YouTube

"" CLINT GIBBS / YOUTUBE.COM [CHECK OUT THE VIDEO REVIEW HERE.](#)





FRAME SPECIFICATIONS

REAR TRAVEL:	120mm (Compatible with 100mm)
FRONT TRAVEL:	120mm
WHEEL SIZE:	29"
SIZES:	SM, MD, LG, XL
COLORS:	Deep Sea Green, Black Powder
FRAME BEARINGS:	2x 6903, 4x 6901
FORK AXLE TO CROWN:	533mm (Includes headset)
FORK OFFSET:	44mm
REAR SHOCK SIZE:	190mm x 45mm (Compatible with 190mm x 37.5mm)
SHOCK HARDWARE:	30mm x 8mm Top / 25mm x 8mm Bottom
HEADSET (TOP):	44mm Zero Stack
HEADSET (BOTTOM):	56mm Zero Stack
BB SHELL:	73mm BSA Threaded
CHAINLINE:	52mm
REAR BRAKE MOUNT:	160mm Post Mount, Max Rotor Size 180mm
REAR AXLE:	Syntace X12 148 (Boost), 1.0mm Thread Pitch
ISCG TABS:	ISCG05 (Top/Front 2 mounts only)
SEATPOST DIAMETER:	31.6mm
SEAT CLAMP:	37.0mm
MAX SEATPOST INSERTION:	Small 250mm Medium 280mm Large 330mm XL 330mm
MAX CHAINRING SIZE:	36T Standard Single Ring
MAX TIRE SIZE:	29 x 2.4
REAR SHOCK SAG:	120mm (45mm) = 12-15mm (27-33%) 100mm (37.5mm) = 10-12mm (27-33%)

FAQ'S

CAN I MOUNT A CHAIN GUIDE/BASH GUARD TO THIS FRAME?

CAN I PRE-ORDER A BIKE?

CAN I RUN A DIFFERENT SHOCK?

CAN I RUN A FORK WITH A DIFFERENT AMOUNT OF TRAVEL?

CAN I RUN A FORK WITH MORE OFFSET?

CAN I TRY A BIKE BEFORE I BUY?

DO YOU OFFER FINANCING?

DOES THE SPUR HAVE A WEIGHT LIMIT?

HOW DO I FIND TRACKING FOR MY SHIPMENT?

HOW DO I VIEW AN ETA ON MY PRE-ORDER?

HOW WILL MY BIKE SHOW UP, HOW MUCH ASSEMBLY IS REQUIRED?

WHAT IS THE WARRANTY POLICY FOR THE SPUR?

WHAT SIZE DO I NEED?

WHERE CAN I FIND THE TORQUE SPECS FOR THE SPUR FRAME?

DON'T BE A STRANGER, STAY CONNECTED

Enter Your Email

SUBSCRIBE



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CLOTHING
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CLOSEOUTS

DEMO & DEALERS

SCHEDULE A FACTORY DEMO
FIND AN EVENT
DEALERS

SUPPORT

PRODUCT SUPPORT
WARRANTY SUPPORT
POLICIES
INDUSTRY PROFORM

OTHER

MY ACCOUNT
MY SHOPPING CART
FOLLOW US ON FACEBOOK
FOLLOW US ON INSTAGRAM
TRANSITION VIDEOS
CONNECT WITH US

TRANSITION
BICYCLE COMPANY

TRANSITION BICYCLE COMPANY™ 2021

Are You Ready To GiddyUp?