Racing is Life... and we were all born to win. The simple fact that you exist means that you have already won the first and most important race of all.

Why SPANK? Your first adrenaline rush was just moments from birth, when that all important spank on the buttocks kick started your vitals and made you an adrenaline junky for life!

SPANK Industries aims to free your mind and trigger that rush every time you ride your bike.
XGT bars are designed to offer the most comfortable ride possible with alloy, without excessive flex. They have a consistent gradual taper from the center clamping zone to the barends, improving dissipation of energy within the inner core. XGT bars are available in 5/20/40mm rises.

Additional processes are added to improve on the uniform cylindrical nature of the clamp zone (improving bar fatigue life), and work harden this critical area.

SPANK Handlebars are constructed of MGR alloys, meaning whether you have a Zirconium Doped Alloy, Super-6 Alloy, or 6-Series Alloy bar, it received special multi-step drawing processes to reduce grain size and improve on grain orientation.

Dual XGT’s butting to the extreme degree! Dual bars are tapered from center to bends, then thicken through the bends, taper again to the control mount area, and finally thicken again at the “Impact Ends”. DUAL XGT bars are available in 5/15/30/50mm rises.

SPANK’s “Impact Ends” are reinforced to protect against damage from crashes or lock-on barends and grips.

CNC Bending is unique to SPANK Handlebars, and means both improved consistency and the elimination of heavy grinding steps that create thin spots in crucial zones.

Cutting lines allow users to customize length by up to 30mm without compromising “Impact Ends”.

SPANK Handlebars - TECH OVERVIEW
OohBah RIM - TECH OVERVIEW

SPANK hoops are constructed of MGR processed alloys, further strengthening the Dynamal or Super-6 alloys by reducing grain size and improving on grain orientation.

SPOKE BEDS: SPANK’s patented OohBah™ Profiles include our “360° Orbital Nipple Seats” which when combined with our advanced alloys result in much higher pull through strengths than competitors with soft malleable eyelets.

All 2011 EVO Rim profiles have been updated to further reduce weights & flange heights improving resistance to dents & dings.

JOINTS: SPANK employs welded, sleeved and pinned joint technologies depending on intended discipline.
- WELDED—ultimate light weight
- SLEEVED—ultimate strength to weight ratio
- PINNED—economic bombproof alternative

The “wave” shape of the inner tube well wall acts like corrugated steel roofing to strengthen the profile and support the vertical rim flanges.

SPANK’s patented Double Beadnip system ensures the tire bead cannot slip upward or inward. This means the rider can run lower air pressures with drastically reduced fear of pinch flats.

Oohbah convex tube wells, when combined with concave outer walls create a new “hoop strength” in the sectional profile, and allow the rim to approach a toroidal shape, lending massive rigidity to the rim in all directions.
HANDLEBARS - TECH OVERVIEW

**MATERIAL:** ZIRCONIUM DOPED ALLOY (special SPANK 7-series recipe) OR 6-Series alloy

Negative Rise-Dropped Barclamp improves rider positioning & weight distribution, enhancing handling and traction.

35mm 50mm

Chamfered barclamps increase handlebar fatigue life

50mm

CNC optimized inside and out for ultimate lightness while retaining superior stiffness and strength

OOZY LTD STEM
Weight: from 125g
All Mountain Strength / XC Race weight

OOZY STEM
Weight: from 160g

Custom SPANK “Snap-Fit” sealed topcap for a convenient and beautiful assembly

18Nm High Torque Sex Bolts equipped with torque washers in Titanium or Stainless Steel, now keyed for single tool assembly.

High polished 7-series faceplates with deep cut CNC logos

50/60/70/80mm

Custom Stainless, Titanium, CR-MO, or plated hardware

50mm
6 Colors and 5 Amazing Scents!
Grape Purple
Apple Red
Berry Blue
Zesty Orange
Vanilla White
Magic (No Scent) Black
Frames at only 2.48 kg, and complete build (shown here) at only 12.9 kg!

Recommended for 80/100/120 mm forks, tested with all major brands

New Brushed-Deep Ano finish on all TWEET rims and components means improved durability w/o compromising aesthetics.

Frames available in 5 ECO Coat Colors
* Magic Black
* Aqua Blue
* Apple Red
* Chrome Silver
* Eggplant Purple

TWEET Stems stand alone at only 160g~bomb proof, beautiful, brilliant! 24.5mm clamp and 50mm ext makes them the perfect spec for DJ/FR and Fixie!

New TWEET saddles now available in red, blue, black, white, Kevlar reinforced, with non-slip embossed cover.

CNC SPANK-Star bridges and gussets at chainstays, seatstays, and throat area

Brushed-Deep Ano, single speed sprockets (25T/28T/30T/32T) and TWEET color coded ½ link chains bring bling to the drive-train of any ride!

TWEET 720 bars come in 6 eye candy colors & 30 / 50 / 70mm rises. Tight bends mean perfect for Fixie application too!

Color coded seatclamps add a final touch of class and color
SPoon Series - Economic Bombproof Design

**Spoon Stem**
- "True Zero Rise" improves rider positioning and weight distribution.
- 40mm super short length
- Oversize custom, plated chromo hardware
- "Snap-fit" sealed top-cap incl.

**Spoon 740 Bars**
- New 740mm length for enhanced control & stability.
- Now available in 40mm, 20mm, and new 5mm rises
- 5° up/8.5° back "rider tuned" geometry
- New Satin Peened finish with laser logos for ultimate durability.

**Spoon 32 Rim**
- 32mm outer width offers the perfect blend of confidence inspiring traction, stiffness, and versatility.
- Pinned joints allow an economic price point with out compromising strength.

**Spoon OneTwoOne Frame**
- SPANK took our legendary Tweet frame and trimmed it down to offer core riders & entry level customers alike the perfect dirt / vert / street option.
- Forged SPANK star dropouts for ultimate strength to weight
- Black on Black or Toxic Wasabi Green
- Updated geometry - Improved clearance.
- 2.48Kg
• Only 400g per pair means competitive from Trail/All Mountain to DH/FR and DJ
• Thickness only 12mm (w/o pins) is amongst the thinnest in the business. Reduced thickness is of course important for ground clearance in rough terrain, but also improves on pedaling efficiency and reduces painful "pedal-flip", by almost eliminating the triangulation between the rider’s foot and pedal axle.
• Forged one piece body for the ultimate achievable strength to weight ratio! Traditionally pedal makers extrude the pedal body to save on tooling and production costs, but must add buffer material to compensate compromised strength. SPANK went the extra mile to ensure we created the thinnest AND strongest pedal money can buy.
• 20 adjustable position pins per pedal provide unbelievable grip. Pin configuration can be selected by the end consumer to enhance maximum grip or improve on ability to adjust foot positioning.
• Massive 90cm² platform makes traditional flats look tiny and means improved grip and stability as well as reduced impact pressure and fatigue to the rider’s foot.
• Chamfered Point of Impact Surfaces reduce impact forces and improve on ability to skip over obstacles.
• Chamfered leading corners improve pedal clearance when cornering by mirroring the angle of approach with the ground.
• Full compliment oversize industrial sealed bearings and IGUS bushings are paired to offer both smooth function and durability.
• Dust Cap encompassed O-Ring Seals protect bushings from contamination.
• “Hollow Taper” scandium enriched steel spindle system with a special plated finish gives unparalleled stiffness and durability.
• Ramped inboard bearing zone helps to guide foot into correct position every time.
• “True Flat” design with virtual concavity from pin configuration allows for improved foot positioning on the fly without compromise to grip.
• MSRP – starting at only 109€ / 125$ puts the SPIKE Flat in a market of its own.
When our World Cup level DH and Enduro Racers told us they want the fastest gravity rim on Earth, we listened! SPANK and FRATELLI Industries have combined all of our experience and technologies into the new SPIKE RACE28 EVO Rim. With an inner width of 23mm and outer width of 28mm, the SPIKE RACE28 leads today’s growing trend toward thinner and faster competition hoops, but without compromising the ultimate strength needed to withstand the rigors of gravity racing. Constructed from Dynamal MGR Alloy, the most advanced rim alloy in our industry today, and employing SPANK’s patented Oohbah Profile and Double Beadnip Technology, the SPIKE RACE28 EVO is the perfect synergy of light weight, stiffness, and strength. At only 500g it is perhaps the lightest true gravity rim on Earth! SPANK’s double beadnip technology also delivers the best tire retention properties available, and allows for optimal use at a wider range of tire pressures. Perfect for DH Race, Enduro, 4X/DS/GS, and All Mountain use, the SPIKE RACE28 EVO is a true breakthrough in rim technology.
This year SPANK Industries is proud to present the first in our line of exclusive complete wheelsets! The 1960 g SPIKE Race28 EVO Wheelset has been developed to offer Gravity Race and AM/Enduro Riders the ultimate in weight optimized competition rims built into remarkably priced, high level, complete wheels. The SPIKE Race28 EVO Wheelset is offered in a wide range of today's most popular configurations, including 135 and 150mm (adaptable to 142 and 157mm), rear hub O.L.D., and includes 12mm thru and standard QR rear interfaces, (10mm thru axle adapter kits available). Front wheels come equipped for 20mm thru axle, (standard 9mm QR and 15mm thru axle adapter kits available). Each wheel is hand built and tuned locally, using triple butted Sandvik T302 2.2/1.8/2.0 spokes, and External DSN Brass Nipples to achieve exacting tolerances and the best strength to weight ratio feasible. Additionally the 3 cross lacing pattern offers exceptional added strength to this ultralight sub-2000g Gravity wheelset, putting the SPIKE Race28 EVO in a class of its own!

- SPIKE Race28 EVO Dynamal Alloy Rims, 23mm inner width, 32H (26” or 29”)
- SPANK SPOON 9-speed Hubs (with Japanese bearing upgrade)
- Super-Lite Optimized Steel Freehub Body and Alloy Internal Hub Axle upgrades
- Sandvik T302 Triple Butted 2.2/1.8/2.0 Spokes
- External Brass Nipples
- Rear 135mm and 150mm O.L.D. Versions (142mm and 157mm adapters sold separately)
- Rear 12mm Thru Axle and Standard QR adapters included (10mm thru sold separately)
- Front 110mm O.L.D. / 20mm thru (Standard 9mm QR and 15mm thru adapters sold separately)
- 4 color versions - Black/White, Black/Red, Black/Blue
- Custom color coded hubs, spokes, and rim graphics
- 26” Front Spokes L255mm/R257mm (3 cross)
- 26” Rear Spokes L258mm/R256mm (3 cross)
- Hand Built and Trued
- MSRP - 399 Euro / 499 USD
The all new SPOON Gravity Wheelset from SPANK makes bombproof and beautiful wheels available to everyone! We combined our versatile and economic SPOON32 Rims with the all new SPOON 9-speed hubs, Sandvik T302 2.0 PG Spokes, and Plated Brass Nipples to create the perfect wheelset for DH, FR, DJ, or just about any gravity application at a truly affordable price. The SPOON Wheelset is ready to go out of the box, coming in popular standards 135mm and 150mm rear OLD, (adaptable to 142 and 157mm), with 12mm thru and standard 9mm QR kits included. 20mm thru axle front hubs are standard (adapter kits to 15mm and 9mm QR available). At 2350g per wheelset this is no heavy weight, but it’s built to take whatever abuse you can throw at it.

- SPOON 32 6-Series Rims, 26.7mm inner width, 32H (26”)
- SPANK SPOON 9-Speed Hubs
- Sandvik T302 2.0 PG Spokes
- Plated Brass Nipples
- Rear 135mm and 150mm O.L.D. Versions (142mm and 157mm adapters sold separately)
- Rear 12mm Thru Axle and Standard QR adapters included (10mm thru sold separately)
- Front 110mm O.L.D. x 20mm thru (9mm Std QR and 15mm adapter kits sold separately)
- 4 color versions - Black, Red, Blue and Orange
- Custom color coded hubs and rims
- MSRP - 329 Euro / 399 USD
HUBS

SPOON-20 FRONT HUB
- 20mm thru axle standard
- 32H configuration
- 6-bolt disc mount
- 15mm and 9mm QR adapter kits sold separately
- weight: 230g
- MSRP 69.00 Euro / 89.90 USD

SPOON-135 REAR HUB
- 9-Speed
- 135mm OLD x 12mm thru axle
- Standard 9mm QR adapter kit included
- 6 bolt disc mount
- 32H configuration
- Super-lite steel freehub body
- 27 engagement point / 3 pawl
- Alloy internal hub axle
- Japanese bearings
- CNC optimized alloy hub body
- weight: 350 g
- MSRP 159 Euro / 189 USD

SPOON-150 REAR HUB
- 9-Speed
- 150mm OLD x 12mm thru axle
- 6 bolt disc mount
- 32H configuration
- Super-lite steel freehub body / 27 engagement point / 3 pawl
- Alloy internal hub axle
- Japanese bearings
- CNC optimized alloy hub body
- weight: 370 g
- MSRP 159 Euro / 189 USD
35mm Tubeless Valves
- 2 pcs per set
- Presta (F/V) valves (perfect for use with SPANK Vomax EVO or OOZY EVO rims)
- removable valve core for sealant injection
- molded rubber seal base
- MSRP 15.90 Euro / 18.90 USD

FRATELLI Tubeless Tape
- Advanced Polymer Ultralite Tubeless Conversion Tape
- Suitable for use as ultralite rim tape for any rim
- 25mm width
- Adequate for one wheelset 26”/29”/700c
- Works with all SPANK Evo Rims
- MSRP 9.90 Euro / 11.90 USD

9mm QR Front Hub Adapter cups
- Converts SPOON front hubs for standard 9mm QR forks
- MSRP 12.90 Euro / 18.00 USD

15mm Thru Front Hub Adapter cups
- Converts SPOON front hubs for use with 15mm thru axle/QR forks
- MSRP 12.90 Euro / 18.00 USD

142mm Rear Hub Adapter kits
- Convert SPOON-135 Rear Hubs to 142mm standard OLD
- Cups and Alloy Internal Hub Axle
- MSRP 29.90 Euro / 35.90 USD

157mm Rear Hub Adapter kits
- Converts SPOON-150 Rear Hubs to 157mm standard OLD
- Cups and Steel Internal Hub Axle
- MSRP 29.90 Euro / 35.90 USD

10mm Thru Axle Rear Hub conversion kit
- Converts SPOON-135 Rear Hubs to 10mm thru axle type
- Cup and Alloy Internal Hub Axle
- MSRP 26.90 Euro / 35.90 USD
Dual XGT - "Dual Extreme Gradual Taper" technology is a proprietary tube drawing process, afforded by SPANK’s secret state of the art tooling. Dual XGT technology tapers our bars from the thickest area at the bar clamping zone, slowly and GRADUALLY through the bend zones, to the thinnest areas at the control zones...AND...back to thicker reinforced barend zones, or “Impact Ends”. Tapers that occur over too short a distance, or with defined start/end points, create isolated stress zones where breaks occur. We have utilized FEA (Finite Element Analysis), laboratory and rigorous real world testing to optimize the spread of material to where it is needed to withstand the specific forces at work in each zone, while offering better protection against crashes than ever before! The extreme precision enabled by Dual XGT drawing processes also eliminates the need for heavy hand grinding, with can result in imperfections and inconsistency in wall thickness, weakening bars.

XGT - SPANK's XGT or “Extreme Gradual Taper” bars were designed to taper GRADUALLY and CONTINUOUSLY from reinforced wall thicknesses at the stem clamping zone, all the way to the barends. This allows energy to dissipate over a consistent and gradual tapering within the inner core, leading to improved strength, and better dampening of hard hits and chatter. To the rider, this means enhanced control and less pain! Similarly to our Dual XGT technology, extreme precision in the drawing process, allows us to optimize weights, and reduce the need for heavy hand grinding.

Oohbah (Patented) Rim Profiles - The most important features of any rim are rigidity and weight. Rigidity or stiffness means more of your energy is transferred into drive force, (rather than flex) and acceleration/cornering/braking performance is improved. Reducing rolling weight in your wheels, more so than any other part on your bike, can dramatically reduce the energy needed to propel it forward. Take a look at a cross section of any given rim on the market. You’ll see that both the outer and inner walls are concave. Now check out a SPANK rim. Our unique patented Oohbah™ profile with inverted tube well, increases rigidity immensely compared with rims currently available. The combination of a concave outer wall with a convex inner tube well, results in the addition of a new, never before seen “hoop strength” in the sectional profile, which lends massive strength and stiffness to the rim as a whole, and places the center of inertia in the optimum position nearer the center of the profile. Furthermore the “wave” shape of the Oohbah inner tube well acts like corrugated steel roofing to add strength and support to the vertical rim flange walls and prevent buckling. Normal straight or curved tube wells must be much thicker to offer the same support. The increased strength and rigidity offered by our Oohbah™ profile affords us the opportunity to optimize wall thicknesses and material transitions, drastically reducing weight...AND...allows us to offer rims with greater widths, at much lower weights than our competitors. Wider rims mean stiffer wheels and more tire spread, leading to greater traction and improved comfort.

3D CNC Bending - SPANK went the extra mile by investing in automated Three Dimensional CNC bending machines, which offer better consistency, and even more importantly limit material structural damage during the bending process. Damage caused to competitors bars in traditional harsh bending processes is difficult to measure or detect, leaving the rider at risk. The precision of 3D CNC Bending allows us the optimize further our designs, where others must overbuild with buffer material. SPANK has also taken extra steps to ensure the stem clamping area of the bar is uniformly cylindrical and true. This bar-stem interface is critical to improved fatigue life, and ability to withstand extreme loads.

TECH ICON EXPLANATIONS

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MGR - Micro or Mechanical Grain Refinement, refers to mechanical processes which optimize the reduction and consistency of a given alloy’s grain size and structure. All alloys are cast during alloying. Some are worked using high strain processes such as forging or extrusion, which strengthen material by reducing the grain size. New technologies employed at SPANK Industries, have been developed to incorporate high strain and low reduction, while extruding alloys in multiple steps. These special processes allow significant further reduction of grain sizes as well as improved grain orientations, when compared to normal forging or extrusion. The result is increased ultimate strength, toughness, and ductility. When paired with recent advancements in alloy compositions, MGR alloys improve on components’ yield ability to resist denting and deformation, while retaining their absolute strength and hardness. MGR material refinement has now been employed in the production of SPANK rims, bars, and stems.

BeadNip™ - Another secret of SPANK’s patented Oobah profile, is our double BeadNip™. Traditional rim designs include only one set, called the bead hooks on the vertical walls or rim flanges. The addition of a second set of “nips” on the inner tube well ensures the tire always remains in the bead-seat, even when riding at minimal tire pressures. Without it, on conventional rim designs the bead can slip inwards, leading to snake bites (pinch flats). With SPANK’s Oobah patented rims, you can ride the tires you want, at the pressure you want, on any terrain...with far less fear of flats!

FRATELLI Industries - SPANK has partnered with the state of the art FRATELLI Industries Rim Production Facility. The unique ability to drive material, tooling and process, and product development in-house, has afforded us the opportunity to leap years ahead of the competition from a technical standpoint.

*Proprietary alloys
*Micro Grain Refinement Process capabilities
*Highest precision extrusion

*Proprietary rim forming tooling and technologies
*Advanced virtual testing and analysis
*Industry leading empirical testing practices

SPANK IND. MATERIAL TECHNOLOGIES

DYNAMAL ALLOY - “Dynamal” is a new, rare, virgin alloy composition. Unlike standard recycled alloy mixes, Dynamal is a dynamically aged highly magnesium-silicon enriched, pure alloy. Compared to statically aged traditional alloy types, Dynamal shows a significant further increase in ultimate tensile strength and yield, without the normal reductions in fatigue life. Imported and rare in our industry, Dynamal is used in the production of our race inspired VOMAX and SPIKE rim lines. It offers unparalleled rigidity in rims and a never before seen resistance to permanent deformation.

SUPER-6 ALLOY - ”Super-6” Aluminum is a specially blended, highly magnesium-silicon enriched, work hardened alloy. Super-6 offers the perfect mix of hardness, yield, fatigue life, and a superior ultimate tensile strength to standard 6 series alloys. It is ideal for the creation of thin walled, super stiff rims. Through recent adoption of Super-6 materials, SPANK’s OOZY, SUBROSA, TWEET TWEET, and STIFFY rim lines are now stronger, and show greater resistance to deformation than ever before!

• Zirconium Doped Alloys are special 7-series alloys which offer extremely high hardness and strength. SPANK has found the ideal Zirconium doped 7-series blend for specific stems and handlebars which require very low weights and high ultimate strength. Zirconium doped 7-series alloys are denser than other alloys used in the bike industry, thus heavier, but allow thinner wall thicknesses and less buffer material, and thus can create lighter parts if used carefully in conjunction with finite element analysis and rigorous lab testing. It is interesting to note that many companies will always label their most expensive parts as 7-series alloy (7050 or 7075). However, this material is not ideal for all applications, and may actually be the wrong material for components like highly weight optimized rims.

ADVANCED ALLOY COMPOSITIONS - 6-series alloys, or magnesium-silicon laced aluminum, have long been known for their tremendous formability properties, acceptable fatigue life, and resistance to corrosion, and have played an important role in the bicycle industry. However, commonly used members of this group such as 6005 and 6061 aluminum, suffer from relatively low ultimate tensile strength and yield values as well as only moderate fatigue, and are not ideal for all applications, especially highly weight optimized rims. SPANK enlisted industry experts and metallurgy researchers from around the world, and invested heavily in an in-house rim development and production facility, in a quest to isolate the perfect blend for each specific application.
## Traction/Stiffness/Weight Coefficient Chart

*TRACTION/STIFFNESS/WEIGHT COEFFICIENT (TSWC) is a simple index; dividing the weight by the inner width (ETRTO) of the rim. Normally lower TSWC means better performance. An index of roughly 20-21 indicates a rim that has been highly optimized for weight and performance.*

<table>
<thead>
<tr>
<th>BRAND</th>
<th>MODEL</th>
<th>MATERIAL</th>
<th>ETRTO (mm)</th>
<th>COMPARE WEIGHT</th>
<th>COMPARE TSWC</th>
<th>TSWC</th>
<th>MSRP (USD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPANK</td>
<td>VOMAX EVO</td>
<td>DYNAMAL</td>
<td>17</td>
<td>100% 340 g</td>
<td>100% 21</td>
<td>21</td>
<td>$90</td>
</tr>
<tr>
<td>DT SWISS</td>
<td>XR350</td>
<td>ALLOY</td>
<td>17</td>
<td>103% 350 g</td>
<td>103% 21</td>
<td>21</td>
<td>$84</td>
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<tr>
<td>DT SWISS</td>
<td>XRC300</td>
<td>CARBON</td>
<td>17</td>
<td>103% 310 g</td>
<td>91% 18</td>
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<td>$737</td>
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<tr>
<td>MAVIC</td>
<td>XC717</td>
<td>MAXTAL</td>
<td>17</td>
<td>103% 395 g</td>
<td>116% 23</td>
<td>23</td>
<td>$85</td>
</tr>
<tr>
<td>ATOMLAB</td>
<td>NOT OFFERED</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SPANK</td>
<td>OOZY EVO</td>
<td>SUPER -6</td>
<td>20</td>
<td>100% 430 g</td>
<td>100% 22</td>
<td>22</td>
<td>$69</td>
</tr>
<tr>
<td>DT SWISS</td>
<td>M480</td>
<td>ALLOY</td>
<td>20</td>
<td>97% 480 g</td>
<td>112% 25</td>
<td>25</td>
<td>$49</td>
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<tr>
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<td>X430</td>
<td>ALLOY</td>
<td>18</td>
<td>110% 430 g</td>
<td>100% 24</td>
<td>24</td>
<td>$49</td>
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<tr>
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<td>XM719</td>
<td>MAXTAL</td>
<td>19</td>
<td>95% 460 g</td>
<td>107% 24</td>
<td>24</td>
<td>$85</td>
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<tr>
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<td>XM317</td>
<td>6106</td>
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<td>85% 445 g</td>
<td>103% 26</td>
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<td>$70</td>
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<tr>
<td>ATOMLAB</td>
<td>SUPERLITE</td>
<td>6061</td>
<td>19</td>
<td>95% 500 g</td>
<td>116% 26</td>
<td>26</td>
<td>$69</td>
</tr>
<tr>
<td>SPANK</td>
<td>SUBROSA EVO</td>
<td>SUPER-6</td>
<td>25</td>
<td>100% 518 g</td>
<td>100% 21</td>
<td>21</td>
<td>$74-80</td>
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<tr>
<td>DT SWISS</td>
<td>EX500</td>
<td>ALLOY</td>
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<td>97% 24</td>
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<td>6-SERIES</td>
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<td>6061</td>
<td>22</td>
<td>86% 630 g</td>
<td>122% 29</td>
<td>29</td>
<td>$70</td>
</tr>
<tr>
<td>SPANK</td>
<td>SPEKE EVO</td>
<td>DYNAMAL</td>
<td>30</td>
<td>100% 599 g</td>
<td>119% 20</td>
<td>20</td>
<td>$80-90</td>
</tr>
<tr>
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<td>23</td>
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<td>MAXTAL</td>
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<tr>
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<td>35</td>
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<tr>
<td>DT SWISS</td>
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<td>ALLOY</td>
<td>25</td>
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<td>$63</td>
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<td>29</td>
<td>83% 675 g</td>
<td>99% 27</td>
<td>27</td>
<td>$99</td>
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<tr>
<td>ATOMLAB</td>
<td>GI (?)</td>
<td>6061</td>
<td>24</td>
<td>69% 740 g</td>
<td>109% 31</td>
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<td>$46</td>
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How do I choose which level of SPANK parts is right for my riding style?

SPANK uses this convenient diagram to show the disciplines that we had in mind when we designed our components. All SPANK products were designed with safety first, so it is possible to go outside of these recommendations depending on your size, weight, and riding style. However, no matter how well our products do in reviews and testing, we don’t recommend that products designed for XC or Trail riding are used for applications like big-hit freeride or DH. Here is a quick breakdown of our recommendations.

**VOMAX** – “Pure XC Race” – the lightest parts in our range, designed for XC race applications, touring, and trail riding. If you are a looking to shave those last few grams from your race machine, or riding long hours uphill, and you don’t often hit the big jumps and drops on the way down, then the VOMAX line is made for you. Vomax rims’ strength to weight ratio and tire retention at this weight can’t be beat, making them the perfect choice for racers and touring riders who don’t want to give up confidence to achieve the lightest complete builds possible.

**OOZY** – “The Perfect All Mountain or Aggressive XC Solution” – the OOZY line was designed to offer all the strength and stiffness needed for aggressive trail and all mountain use, while remaining lighter than many of our competitors’ strictly XC components. OOZY is meant to offer you the confidence to push your limits both on the way up and on the way down your favorite trail, without the risk of walking your steed home. If you are equally at home on long grueling climbs, and fast, rough descents, then the OOZY was made for you.

**SUBROSA** - “The Definition of All-Round Performance - Strong enough for Freeride or DH, Still Light Enough for All Mountain and DJ Applications” – SPANK’s SUBROSA line remains our most versatile and popular collection of components. SUBROSA parts were designed to enhance your experience in any aggressive riding application and take just about anything you can throw at them. A SUBROSA rider might start their day with a long climb to the trail head, a rough descent with scattered drops and jumps back down to town, and then finish with a trip to the local jump spot to practice some new stunts. For riders that want to push the limits but don’t necessarily like the weights normally involved with Freeride or DH components, or riders who want one bike spec that can do it all, we give you SUBROSA. SUBROSA was not designed for the everyday DH rider, but you will see SUBROSA parts on World Cup DH/4X/DS bikes around the world! Although we recommend our DH or Big Hit Freeride lines for those of you who really dish out the punishment, if you are an extremely weight conscious rider, who still wants to go big...then SUBROSA is the way to go.

**SPIKE** - “Fully Weight Optimized - DH Race Ready” – SPANK approached our SPIKE line with one thing in mind...making the best possible race ready DH products on Earth. Every part in the SPIKE line has been optimized to levels never before seen. To achieve such remarkable weights on DH parts, SPANK had to turn to new age alloys, and special micro-grain-refinement production processes, combined with finite element analysis testing during the design phases. Aside from weight, we worked closely with our pro-riders to offer designs that enhance rider positioning and handling performance. Long gone are the days of point and shoot DH rigs that handle like a truck unless pointed down a vertical wall. If you are a racer looking for absolute confidence in your parts, but still hate the weights involved with the average DH/FR gear out there, or you are a heavy or exceptionally rough rider who doesn't always trust All Mountain offerings...try SPIKE, you won’t turn back.
STIFFY - "The Ultimate Extreme Freeride and Big Hit Gear" – Not many bike brands make gear with people like Josh Bender in mind. But, there are people out there who dream of pushing their bodies and bikes to the limits and beyond. For them SPANK offers our STIFFY line of components. There are no better products on Earth for extreme Freeride or Big-Hit applications. 40mm rims offer the ultimate in stiffness and tire spread/traction for the most challenging of terrain and strength that cannot be compared, and the STIFFY line of handlebars offer insane stiffness and strength at reasonable weights. If you are more concerned about landing that 50 footer and riding away with a smile on your face than how long it takes you to ride back to the trail head, then we recommend STIFFY. Just be warned, they may be with you for the rest of your life!

TWEET TWEET – "Up, Up, and Away" – SPANK has earned a spot in the hearts of dirt/urban/park pilots world wide with our legendary TWEET TWEET line of components. Every part in the TWEET line was designed for one specific purpose...flying high and looking good doing it! TWEET TWEET components are highly weight optimized, meaning finally there are options out there for jumpers who don't want to be "weighed down" with heavy freeride gear but refuse to take risks with lighter parts meant for life on the ground. We use high end alloys, and intensive testing to make sure that TWEET components can take the daily abuse of urban/park/dirt applications, but still build up bikes that flip, whip and spin with ease. Profiles and dimensions were painstakingly perfected for freestyle. Wanna fly Billy? TWEET TWEET was built for you.

SPOON – SPANK's newest line "SPOON", fills a gap in our Gravity Gear lines. The SPOON frame (one2one), and all the SPOON components were designed to meet the needs of dirt jumpers and DH riders, who demand quality, dependability, AND reasonable prices. We have put our investments into making the SPOON line bombproof. Although not as light or highly detailed as the TWEET line for DJ or the SPIKE line for DH, SPOON offers the same confidence to riders at a reduced price. Graphics and finishes have been chosen to reflect the wishes of "Core" riders world wide, down-toned, minimal, and tough. The SPOON rims and wheels are equally at home on the DH course and in the skate-park or jumps. Need top end gear without the top end price... we give you SPOON.

How do I know if a SPANK rim is an EVO or non-EVO version?
On all the EVO rims there are two distinguishing points you can see easily. First is the EVO tattoo, which is located directly across from the valve hole. The second mark is a material indicator decal which will read "Dynamal" (on Vomax and SPIKE rims), or "Super-6" (on SUBROSA, OOZY, and STIFFY rims). It is important that when you buy a set of SPANK rims, you check the dimensions for your wheel build. There are some important differences in profiles, which will affect your spoke lengths.

Are SPANK rims pinned, welded, or sleeved?
We use 3 types of rim joints, which are selected to achieve the perfect rim for specific applications.

• "Pure XC Race Inspired" VOMAX rims are flashwelded, which allows us to approach the absolute lowest possible weight, while remaining stronger than the competitors' ultra-light XC hoops due to our choice of new era Dynamal Alloy, and the employment of Micro-Grain-Refinement Processing.

• SPIKE EVO, SPIKE RACE28 EVO, STIFFY EVO, SUBROSA EVO, and OOZY EVO rims are sleeved. This is a process of joining the two ends of a hoop with an extremely precise light weight sleeve, which fits inside the rim profile. Sleeved joints offer the best possible strength to weight ratio, meaning our multi-disciplinary rims remain bomb-proof, while still being much lighter than traditional pinned joint rims. Because sleeved rims are not subjected to the high temperatures of welding, they do not require a precise second heat treatment process after welding and offer better consistency in ultimate strength.

• TWEET TWEET EVO, and SPOON Rims are created with pinned joints, which offer the rider a great balance between cost and strength. Pinned joints are very dependable, although a little heavier than welded or sleeved, and mean riders can achieve quality wheel builds without big ticket prices.
Why SPANK doesn’t use eyelets on Rims?
Soft, malleable, alloy eyelets go against SPANK’s Oohbah rim philosophy for several reasons. Eyelets normally rely on isolated points of contact with the nipple. This means specific “point-load” zones are created, which put immense pressure on small points, and can lead to deformation of the eyelets. Eyelets are usually softer than the rims to allow this, but soft eyelets can eventually crack or pull through the rim itself! Another annoying problem with rims assembled from more than 30 separate parts, is eyelets can come loose as they deform, and rattle, buzz, or even cut short the life of a perfectly good hoop. The combination of SPANK’s patented Oohbah profile, and our investment into precision machining of the spoke beds on our rims, results in what we call “Orbital Nipple Seats”. By tightly matching the radius of the inside wall of the nipple seat to the inner radius of the hoop itself, then machining out the spoke holes at the perfect angles, SPANK has created nipple seats that allow 360° of contact between the nipple and the rim. This distributes the load from the spokes evenly, vastly reducing the chance of pulling a nipple through the rim or eyelet. So, if we can create rims with stronger nipple seats, lower weights, and just two parts instead of 34…a better question might be “Why are other companies still using eyelets?”

What has changed on the new EVO rims?
SPANK’s new EVO rim line is an EVOlution in rim technology! We have built on our legendary Oohbah patented profiles to now offer the strongest and lightest rims in their price ranges!

- First, and perhaps most importantly, SPANK has invested into a state of the art rim development and production facility, FRATELLI Industries. This allowed us to develop new tooling, and production processes, and work with materials that were formerly not available in traditional rim factories.

- Through our tireless efforts, SPANK isolated the perfect alloy for each specific EVO rim application. For our race inspired Vomax EVO and SPIKE EVO rims, we have adopted the new era alloy Dynamal. For our multi-disciplinary STIFFY EVO, SUBROSA EVO, and OOZY EVO rims, we have found that Super-6 alloy is the ideal blend. With these materials SPANK was able to reduce weights by 5-15% across the board, increase rigidity and strength by up to 20%, and improve our yield/elongation by up to 45%, meaning lighter, stronger rims with better resistance to permanent deformation than ever thought possible. You can learn more about these materials in our technical information section of this website at this link.

- All SPANK rims are created by our own tooling, meaning you will never see the same profile on one of our competitor’s hoops or from an open model OEM producer. Years of experience with our patented Oohbah profile tooling, mixed with improvements resulting from new materials, meant we have been able to further optimize wall thicknesses and transitions, further reducing weights! Since the profiles of the EVO rims have been trimmed and modernized, please be careful to always take dimensional spec information from only EVO rim charts before ordering spokes for your wheel build.

- Another advantage of SPANK’s new EVO rim line is the incorporation of our proprietary MGR (micro-grain-refinement) processes into production. By adding additional work steps to our manufacturing processes, SPANK dynamically ages and work hardens the base material. By doing so, we are also able to create rims (and handlebars), with more consistent, smaller grain structures. The smaller and more consistent the grain size of any given material, the stronger the final product!

- Finally we have topped off the new EVO lines with new graphics and an EVO tattoo, located directly across from the valve hole.
What's Oohbah and how does it improve the performance of my wheels and bike?

SPANK’s Oohbah patent is pretty simple as a concept, but took years of tooling experiments and various iterations on design to accomplish. The idea is this; a very important type of the strength in a rim is called “hoop strength”. Hoop strength is easy to understand. A circle, as a shape is very strong. If you took a long straight section of a rim’s thin extruded aluminum material, it would offer little resistance to bending. That same material, when bent into a hoop, can withstand much greater forces without deformation.

If you cut out a sectional profile of any rim, you will find there are two horizontal walls creating a chamber, an outer wall of material, and an inner wall of material (the tube well). On any traditional rim, both of these walls are concave. Meaning they both curve inward like a bowl. Note: It’s easy to find sectional profile drawings on any rim maker’s website. Now, take a look at the Oohbah profile on the attached photo. The inner wall is curved outward, or it is convex. This is very important. The effect of one concave wall and one convex wall create a second feature of “hoop strength” in the sectional profile. In essence this allows the rim to approach a toroidal shape, which has the lowest mass and highest stiffness on all planes. This adds immense additional rigidity to the rim as a whole. It creates a positive force of resistance to deformation of the rims straightness and sidewalls (vertical walls), as well as lending further stiffness to the rim, (which improves performance). Think of it this way...If you take an egg, and apply equal force to two sides, it is remarkably strong. Now, if you took two haves of the same shell, and put them together, both in the same direction, they could withstand very little force without caving in. The incredible stiffness and strength that results allows us to reduce the thickness of the material, reducing weight.

It is also worth noting that the “wave” shape of the inner tube well wall on an Oohbah rim, is also far stronger than an traditional design flat or curved wall. A great analogy to explain this is corrugated steel roofing, which can easily support your weight if you walk across a roof. Flat sheet metal of the same thickness would buckle and fail immediately under the same force. On other rims, as the curved tube well bends downward under pressure, it pulls the sidewalls inward causing them to fail and eventually collapse. Oohbah tube wells stay stable and support the side walls, maintaining the form of the rim.

Having a lighter, stronger design affords us a really cool opportunity. It allows us to create wider rims than anyone else at equal or lower weights. The wider a rim’s material, the more rigid the hoop is. Rigidity means less of your energy goes into flex, and more to the ground and your cornering and braking performance are improved. Wider rims also mean greater “tire spread”, meaning more of your tire’s treads are in contact with the ground, and your “traction” or grip on the ground improves. So, wide rims equal better stiffness and traction. If you look at any of our competitors’ rims, compare weights to find similar models, and then compare widths, ours are usually 5 mm or more wider, (and often still lighter).

The second major feature is the addition of a second set of “beadnips”, on the inner wall of the rim. Beadnips hold the tire’s bead in place (the bead-seat) when you are riding. Almost all rims have one on each side of the rim, at the top of the vertical walls. They keep the tire’s bead from slipping upward and coming off the rim. That is very important. However, there is a second type of flat that called snake bites, or pinch flats. This is when the bead of the tire slips inward, out of the bead-seat, toward the center of the rim. Then the sidewall of the tire collapses, and the tube is pinched, creating two holes (top and bottom of tube), and a flat tire. We have added a second set of beadnips, on the inside of the bead-seat. This keeps the tire in the correct position, even when riding at very low air pressures. Anyone who rides will understand that sometimes, especially on rough and loose terrain, that lower tire pressures improve traction and comfort. With other rims, when you lower your air pressure you run a high risk of pinch flats. SPANK rims can run much lower air pressures with significantly reduced fear of flats! That’s Oobah!"

Why did my spokes loosen after my first ride?

SPANK Oohbah profile rims are designed for ultimate stiffness. In fact, the profile and advanced materials incorporated into our rims make them so stiff, that after your first good ride your spokes will often stretch, making them feel a little loose. This is normal and does not normally affect trueness. With competitors’ rims, the rim itself, or soft malleable eyelets often deform slightly under initial forces before the spokes and this effect may not be noticed by the rider as the spokes feel tight.

New wheels should be tuned, then stressed, and finally retuned to the exact desired torque, locking in that trueness and desired feel. Once achieved, most riders report they can run SPANK wheels for years without truing!

Note: We always suggest that spoke prep is used in every SPANK Wheel build to improve on the build quality and torque retention.
Can I cut my Dual XGT handlebar?
Dual XGT handlebars are created with "Impact Ends", which are reinforced, thickened barend zones on the bar. On our Dual XGT bars, SPANK has marked the allowable cutting zones with convenient cut-lines. It is possible to cut roughly 20mm from each end without compromising the function of the “Impact Ends”, or voiding warranty. This means a SPIKE 777 EVO bar (for example) can be cut from 777 mm to a minimum of 747 mm. For this reason, SPANK now offers Dual XGT bars in the SPIKE 777 EVO, and SUBROSA 747 EVO, which share similar geometries, tapers, and thicknesses and allow a range of 777mm to 717mm. For riders looking for something a little trimmer in a Dual XGT model, we now offer our new OOZY line of 700mm bars for XC/Aggressive Trail.

I like to compete with very light wheels. Are the OOZY and Vomax rims okay for DS/4X or DJ?
SPANK's Vomax line was designed with only one thing in mind...winning XC races at the highest levels. Although there have been a few reviews where test riders successfully took the Vomax rims to new horizons to see just how much they could take, we do not warranty the Vomax against freestyle or gravity applications like 4X or Dual Slalom, and do not suggest that they are used for these purposes. The OOZY line on the other hand was designed for mixed discipline use. It is equally at home in All Mountain and XC applications. Several of our pro-riders use an OOZY spec for DJ and 4X/DS competition. At SPANK we suggest that OOZY be applied to aggressive gravity disciplines if you are a very smooth, but not exceptionally large rider.

How are the new TWEET and SPOON one2one Frames different than last year?
The new TWEET and one2one frames have been through a major update this year. After years of research with our pro riders and consumers, the direction was clear but truly challenging. The goal was to preserve the lightness and overall feel (what our riders call whipability), of these models while improving on toe clearance during spin tricks, and downtube clearance for some forks with taller adjustment knobs, as well as to optimize responsiveness in pedal bursts and power hops for today’s bigger and bigger slopestyle courses and DJ lines. To achieve this without increasing overall wheelbase, we lengthened the top tube slightly, and reduced the total length of the rear triangle. In the process, we tightened the whole rear triangle while maintaining clearance for larger diameter tires by tuning our chain/seat stay bend tooling. To complete the new rear triangle, SPANK invested in forge tooling to create the lightest and strongest rear dropout we could. This new custom dropout is knurled to reduce annoying axle slip in the horizontal drops. The seat tube too was shortened to compliment the new rear triangle, and allow riders to slam that saddle. To keep the weight under 2.5kg, SPANK has implemented a new double butted tube set, with a classic round profile. Finally, all new welding fixtures and angles had to be worked out to allow for all the changes. Our riders were stoked to find that we were able to achieve all of this without revising the comfortable 69 degree head tube angle and short wheelbase they loved.

The TWEET was topped off with an all new graphics package over our brilliantly translucent ECO coat finish in black, aqua blue, apple red, eggplant purple or chrome.
To keep the one2one attractive to the Core Rider, its finished in a matte powder coat with down-toned graphics, black on black or white on toxic wasabi green.
Due to the amazing success of SPANK Industries’ Oohbah Patented Rim Designs, and a desire to push the limits in the development of new material and process technologies, SPANK Industries co-founder, Gavin Vos, has recently invested heavily into exclusive in-house rim and handlebar production factories, locally in Taiwan.

FRATELLI Industries is a state of the art, 1000 square meter facility specializing in the exclusive production of high end rims and spokes for the bicycle industry. Located in the Chang Hua area, outside of Taichung, Taiwan, FRATELLI employs proprietary extrusion, cutting and hooping tooling and techniques, and works with exclusive new era alloys. By combining a unique level of attention to material spec and consistency with newly developed micro grain refinement mechanical production processes, FRATELLI offers its partners a rare ability to achieve optimized weights, improved consistency, and increased rigidity.

A vast experience base has been achieved by FRATELLI’s founding partners, who together share decades of wheel building expertise, combined with some of Taiwan’s leading material and process experts in this field. A spoke program is also planned for the near future.

With built in abilities to perform extensive material analysis, FEA simulation, in-house tooling design and sample assessment, and laboratory and real world testing, FRATELLI has in a very short time taken SPANK Industries' wheel development program to new levels. In 2010, SPANK introduced its new EVO line of rims to the bike world. Immediately SPANK Industries realized from 5-15% reductions in weight across their range, along with up to 20% increases in stiffness and ultimate strength.

Mike Dutton (SPANK Brand Manager)”SPANK Industries started business in 2003, primarily distributed to Germany and surrounding area. Since then we have increased distribution to global levels and recently opened a new sales office in the USA. Our objective has always been to offer cyclists in all disciplines the ultimate synergy of performance, light weight, and design. Although SPANK Industries gained its early fame servicing the Freeride, Downhill and Dirtjump markets, recently SPANK has extended its lines to offer some of the most competitive XC, Trail, and All Mountain components on Earth. More and more, weight consciousness has become a primary concern. The only way to push evolution at the pace that our industry demands, and to ensure the level of production consistency that is required to offer both light weight and cutting-edge performance, is to bring development in-house. Last year our investment into a handlebar development and production facility paid off in a huge way. This year we are ecstatic about the work we are doing on rims with partner FRATELLI Industries, and the future that holds. Taking a look at the advancements we've made already on our new EVO rim series for 2010, there are no limits to what we can accomplish together!”

Gavin Vos (SPANK Co-Owner / FRATELLI Co-Founder) – FRATELLI Industries has afforded SPANK the opportunity (as an opinion leading component upgrade brand), to partner in a manufacturing facility with a deep wealth of processing and materials knowledge. The result is an exclusive and technically advanced line of product. The primary focus of FRATELLI is adding value through design, advanced process capabilities, and the application of exotic materials. SPANK is now better able than ever before to provide its riders with performance enhancing components at competitive prices!

FRATELLI Industries can be contacted at sales@fratelli.tw
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<td>23 / 18.5 mm</td>
<td>Black / White / Pol. Silver</td>
<td>Ultra-light Oohbah Patented Profile, Double Beadnip, Flashweld technology, Micro Grain Refinement, Improved Ductility/Toughness/Strength, Disc Specific, Polished-Anodized or Coated (white) finish, Extreme Strength to Weight Ratio</td>
</tr>
<tr>
<td>Vomax 23AL EVO 29&quot; / 700c</td>
<td></td>
<td>95.00</td>
<td>84.00</td>
<td>XC Race / Trail / Fixie</td>
<td>598</td>
<td>32H / 28H</td>
<td>MGR Dynamal Alloy</td>
<td>425 - 435 g</td>
<td>Flash Welded</td>
<td>23 / 18.5 mm</td>
<td>Black / White / Pol. Silver</td>
<td>Ultra-light Oohbah Patented Profile, Double Beadnip, Flashweld technology, Micro Grain Refinement, Improved Ductility/Toughness/Strength, Disc Specific, Polished-Anodized or Coated (white) finish, Extreme Strength to Weight Ratio</td>
</tr>
<tr>
<td>Oozy 26AL EVO 26&quot;</td>
<td></td>
<td>75.00</td>
<td>59.90</td>
<td>XC / Trail / All Mountain</td>
<td>537</td>
<td>32H / 28H</td>
<td>MGR Super-6 Alloy</td>
<td>420 - 430 g</td>
<td>Sleeved</td>
<td>26 / 21 mm</td>
<td>Black / White / Red / Blue</td>
<td>Highly Optimized Oohbah Patented Profile, Double Beadnip, Improved Ductility/Toughness/Strength, Disc Specific, Polished-Anodized or Coated (White) finish, High Speed / Low Tire Spread/Rolling Resistance</td>
</tr>
<tr>
<td>Oozy 26AL EVO 29&quot; / 700c</td>
<td></td>
<td>80.00</td>
<td>64.90</td>
<td>XC / Trail / All Mountain / Fixie</td>
<td>597</td>
<td>32H / 28H</td>
<td>MGR Super-6 Alloy</td>
<td>485 - 500 g</td>
<td>Sleeved</td>
<td>27 / 21 mm</td>
<td>Black / White</td>
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<tr>
<td>Subrosa 30AL EVO 26&quot;</td>
<td></td>
<td>75.00</td>
<td>59.90</td>
<td>Trail / All Mountain / Freeride</td>
<td>529</td>
<td>32H</td>
<td>MGR Super-6 Alloy</td>
<td>520 - 535 g</td>
<td>Sleeved</td>
<td>30 / 24.5 mm</td>
<td>Black / White / Ti-Grey / Green / Royale / Gold</td>
<td>Optimized Oohbah Patented Profile, Double Beadnip, Improved Ductility/Toughness/Strength, Disc Specific, Polished Anodized or Coated (white/green) finish, Moderate to High Traction and Speed</td>
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<td>Subrosa 30AL EVO 29&quot; / 700c</td>
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<td>64.90</td>
<td>Trail / All Mountain / Freeride / Fixie</td>
<td>589</td>
<td>32H</td>
<td>MGR Super-6 Alloy</td>
<td>610 - 625 g</td>
<td>Sleeved</td>
<td>30 / 24.5 mm</td>
<td>Black / White / Ti-Grey / Green</td>
<td>Optimized Oohbah Patented Profile, Double Beadnip, Improved Ductility/Toughness/Strength, Disc Specific, Polished Anodized or Coated (white/green) finish, Moderate to High Traction and Speed</td>
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<td>Model</td>
<td>Price</td>
<td>Retail</td>
<td>Width</td>
<td>Thickness</td>
<td>Material</td>
<td>Weight</td>
<td>Pinner</td>
<td>Rim Width</td>
<td>Rim Color</td>
<td>Description</td>
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<tr>
<td>Tweet28</td>
<td>55.00</td>
<td>44.90</td>
<td>DJ / Street / FR</td>
<td>530 mm</td>
<td>32H</td>
<td>6-series Alloy</td>
<td>550 g</td>
<td>Pinned</td>
<td>28 / 22.9 mm</td>
<td>Black / Red / Blue / Purple / Orange</td>
<td>Oohbah Patented Profile, Reduced Width and Weight, Double Beadnip, Disc Specific, Brushed-Deep Anodized Finish, High Speed / Low Tire Spread/Rolling Resistance</td>
<td></td>
</tr>
<tr>
<td>Spike Race28 EVO</td>
<td>80.00</td>
<td>69.90</td>
<td>DH / Freeride / All Mountain / Aggressive Trail</td>
<td>531.8 mm</td>
<td>32H</td>
<td>MGR Dynamal Alloy</td>
<td>500 g</td>
<td>Sleeved</td>
<td>28 / 22.6 mm</td>
<td>Black / Red / Blue / Green</td>
<td>Highly Optimized Oohbah Patented Profile, Reduced Width and Weight, Double Beadnip, Disc Specific, Satin-Peened Anodized Finish, High Speed / Low Tire Spread/Rolling Resistance</td>
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<tr>
<td>Spike 35AL EVO</td>
<td>80.00</td>
<td>69.90</td>
<td>DH / Freeride / All Mountain</td>
<td>530 mm</td>
<td>32H</td>
<td>MGR Dynamal Alloy</td>
<td>590-605 g</td>
<td>Sleeved</td>
<td>35 / 29.5 mm</td>
<td>Black / White / Red / Blue / Pol. Silver</td>
<td>Oohbah Patented Profile, Double Beadnip, Improved Ductility/Toughness/Strength, Disc Specific, High Polish-Anodized or Coated (White) finish, High Tire Spread/Traction</td>
<td></td>
</tr>
<tr>
<td>Spoon 32AL</td>
<td>60.00</td>
<td>49.90</td>
<td>DH / FR / DJ / Slope / All Mountain</td>
<td>530 mm</td>
<td>32H</td>
<td>6-Series Alloy</td>
<td>620 g</td>
<td>Pinned</td>
<td>32 / 26.7 mm</td>
<td>Black / Red / Blue / Ti-Grey</td>
<td>Oohbah Patented Profile, Double Beadnip, Disc Specific, Satin Peened-Anodized Finish, High Tire Spread/Traction</td>
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<tr>
<td>Stiffy 40AL EVO</td>
<td>80.00</td>
<td>69.90</td>
<td>Extreme Freeride / DH</td>
<td>530 mm</td>
<td>32H</td>
<td>MGR Super-6 Alloy</td>
<td>680-700 g</td>
<td>Sleeved</td>
<td>34.3 / 40 mm</td>
<td>Black / White / Green</td>
<td>Oohbah Patented Extreme Freeride Profile, Double Beadnip, Improved Ductility/Toughness/Strength, Disc Specific, Polished Anodized or Coated (white/green) finish, Maximum Tire-Spread/Traction</td>
<td></td>
</tr>
<tr>
<td>Model</td>
<td>Image</td>
<td>MSRP USD</td>
<td>MSRP EURO</td>
<td>Intended Discipline</td>
<td>Weight</td>
<td>Rim</td>
<td>Spokes</td>
<td>Nipples</td>
<td>Lace Pattern</td>
<td>Colors</td>
<td>Features</td>
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<td>---------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>Spike Race28 - 135mm</td>
<td><img src="image1.jpg" alt="Image" /></td>
<td>499.00</td>
<td>399.00</td>
<td>DH / Freeride / All Mountain / Aggressive Trail</td>
<td>1960 g</td>
<td>Spike Race28 EVO - 32H</td>
<td>Sandvik T302 Triple Butted 2.2/1.8/2.0</td>
<td>Brass (Silver plated)</td>
<td>3 cross</td>
<td>Bk/White, Bk/Red, Bk/Blue,</td>
<td>NEW 28mm outer/21mm inner 500g Spike Race28 EVO Rim, Color Coded Hubs/logos/spokes/nipples, Triple butted spokes, alloy nipples, satin-peened finish (durable/beautiful), Japanese bearing upgrade rear, 12mm thru x 135mm rear, 20mm thru x 110mm front</td>
<td></td>
</tr>
<tr>
<td>Spoon 32 Gravity - 135mm</td>
<td><img src="image2.jpg" alt="Image" /></td>
<td>399.00</td>
<td>329.00</td>
<td>DH / FR / DJ / Slope / All Mountain</td>
<td>2350 g</td>
<td>Spoon 32AL - 32H</td>
<td>Sandvik T302 Straight Gauge 2.0</td>
<td>Brass (Black plated)</td>
<td>3 cross</td>
<td>Blue/Blue, Bk/Bk, Red/Red, Orange</td>
<td>Spoon 32mm outer / 26.7mm inner width rim, Color coded hubs/rims, Japanese bearing upgrade rear, satin peened finish, 12mm thru x 135mm rear, 20mm thru x 110mm front</td>
<td></td>
</tr>
<tr>
<td>Spoon 32 Gravity - 150mm</td>
<td><img src="image3.jpg" alt="Image" /></td>
<td>399.00</td>
<td>329.00</td>
<td>DH / FR / DJ / Slope / All Mountain</td>
<td>2400 g</td>
<td>Spoon 32AL - 32H</td>
<td>Sandvik T302 Straight Gauge 2.0</td>
<td>Brass (Black plated)</td>
<td>3 cross</td>
<td>Blue/Blue, Bk/Bk, Red/Red, Orange</td>
<td>Spoon 32mm outer / 26.7mm inner width rim, Color coded hubs/rims, Japanese bearing upgrade rear, satin peened finish, 12mm thru x 150mm rear, 20mm thru x 110mm front</td>
<td></td>
</tr>
</tbody>
</table>
### Spank Industries Hubs

<table>
<thead>
<tr>
<th>Model</th>
<th>Image</th>
<th>MSRP EURO</th>
<th>MSRP USD</th>
<th>Intended Discipline</th>
<th>Weight</th>
<th>OLD</th>
<th>Hole Config.</th>
<th>Materials</th>
<th>Features</th>
<th>Avail. Adapters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spoon-20 Front</td>
<td><img src="image1" alt="Image" /></td>
<td>69.00</td>
<td>89.90</td>
<td>DH / FR / AM / Trail</td>
<td>230 g</td>
<td>110 mm</td>
<td>32H</td>
<td>Alloy Hub Body and Cups</td>
<td>20 mm thru axle type, CNC optimized, 6 bolt disc mount</td>
<td>9mm QR / 15mm Thru/QR</td>
</tr>
<tr>
<td>Spoon-135 Rear</td>
<td><img src="image2" alt="Image" /></td>
<td>159.00</td>
<td>189.00</td>
<td>DH / FR / AM / Trail</td>
<td>350 g</td>
<td>135 mm</td>
<td>32H</td>
<td>Alloy Hub Body, Super-Lite Machined Steel Freehub Body, Alloy Internal Hub Axle</td>
<td>9-Speed, 12mm thru axle type, includes standard 9mm QR adapter kit, 6 bolt disc mount, 27 T engagement points, 3 pawl, CNC optimized body and freehub body, Japanese bearing upgrade</td>
<td>142mm OLD adapter kit / 10mm Thru Axle adapter kit</td>
</tr>
<tr>
<td>Spoon-150 Rear</td>
<td><img src="image3" alt="Image" /></td>
<td>159.00</td>
<td>189.00</td>
<td>DH / FR / AM / Trail</td>
<td>370 g</td>
<td>150 mm</td>
<td>32H</td>
<td>Alloy Hub Body, Super-Lite Machined Steel Freehub Body, Alloy Internal Hub Axle</td>
<td>9-Speed, 12mm thru axle type, includes standard 9mm QR adapter kit, 6 bolt disc mount, 27 T engagement points, 3 pawl, CNC optimized body and freehub body, Japanese bearing upgrade</td>
<td>157mm OLD adapter kit</td>
</tr>
</tbody>
</table>

### Spank Industries Wheel Accessories

<table>
<thead>
<tr>
<th>Model</th>
<th>Image</th>
<th>MSRP EURO</th>
<th>MSRP USD</th>
<th>Features</th>
</tr>
</thead>
<tbody>
<tr>
<td>35mm Tubeless Valves</td>
<td><img src="image4" alt="Image" /></td>
<td>15.90</td>
<td>18.90</td>
<td>2 pcs per set, Presta Valve (F/V) specific, perfect for use with Vomax or Oozy rims, removable valve core for sealant injection, molded rubber seal base</td>
</tr>
<tr>
<td>Fratelli Tubeless Tape</td>
<td><img src="image5" alt="Image" /></td>
<td>9.90</td>
<td>11.90</td>
<td>25mm width, Advanced Polymer Ultralite Tubeless Conversion Tape, also suitable for use as ultralite rim tape for any rim, Adequate for one wheelset 26’/29’/700c, works with all Spank EVO Rims</td>
</tr>
<tr>
<td>9mm QR Front Hub Adapter Cups</td>
<td><img src="image6" alt="Image" /></td>
<td>12.90</td>
<td>18.00</td>
<td>Converts Spoon-20 front hubs for standard 9mm QR forks</td>
</tr>
<tr>
<td>15mm Thru Front Hub Adapter Cups</td>
<td><img src="image7" alt="Image" /></td>
<td>12.90</td>
<td>18.00</td>
<td>Converts Spoon-20 front hubs for use with 15mm thru axle/QR forks</td>
</tr>
<tr>
<td>142mm Rear Hub Adapter Kits</td>
<td><img src="image8" alt="Image" /></td>
<td>29.90</td>
<td>35.90</td>
<td>Convert Spoon-135 Rear Hubs to 142mm standard OLD, Cups and Alloy Internal Hub Axle</td>
</tr>
<tr>
<td>157mm Rear Hub Adapter Kits</td>
<td><img src="image9" alt="Image" /></td>
<td>26.90</td>
<td>35.90</td>
<td>Converts Spoon-150 Rear Hubs to 157mm standard OLD, Cups and Steel Internal Hub Axle</td>
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<tr>
<td>10mm Thru Axle Rear Hub Conversion Kit</td>
<td><img src="image10" alt="Image" /></td>
<td>26.90</td>
<td>35.90</td>
<td>Converts Spoon-135 Rear Hubs to 10mm thru axle type, Cup and Alloy Internal Hub Axle</td>
</tr>
<tr>
<td>Model</td>
<td>Image</td>
<td>MSRP USD</td>
<td>MSRP EURO</td>
<td>Intended Disciplines</td>
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<tr>
<td>------------------------</td>
<td>-----------</td>
<td>----------</td>
<td>-----------</td>
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</tr>
<tr>
<td>Oozy Limited Edition</td>
<td></td>
<td>87.00</td>
<td>79.00</td>
<td>XC Race / Trail / All Mountain</td>
</tr>
<tr>
<td>Oozy</td>
<td></td>
<td>65.50</td>
<td>60.00</td>
<td>Aggressive XC / Trail / All Mountain</td>
</tr>
<tr>
<td>Spike 777 EVO</td>
<td></td>
<td>75.50</td>
<td>69.00</td>
<td>DH / FR / All Mountain / Aggressive Trail</td>
</tr>
<tr>
<td>Subrosa 747</td>
<td></td>
<td>75.50</td>
<td>69.00</td>
<td>DH / FR / All Mountain / Aggressive Trail</td>
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<tr>
<td>Spoon 740</td>
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<td>45.90</td>
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<td>Tweet 720</td>
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<td>55.00</td>
<td>49.00</td>
<td>DJ / Slope / Park / Fixie</td>
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<tr>
<td>Bitchstick</td>
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<td>69.00</td>
<td>FR / Big Hit / DJ / Slope</td>
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<tr>
<td>MODEL</td>
<td>Image</td>
<td>MSRP USD</td>
<td>MSRP EURO</td>
<td>Intended Discipline</td>
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<tr>
<td>Subrosa Saddle</td>
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<td>DH / FR / All Mountain / Aggressive Trail</td>
</tr>
<tr>
<td>Tweet Tweet Saddle</td>
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<td>Share the Air Saddle</td>
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<td>DH / FR / All Mountain</td>
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<tr>
<td>Model</td>
<td>Image</td>
<td>MSRP USD</td>
<td>MSRP EURO</td>
<td>Intended Discipline</td>
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<tr>
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<td>Oozy</td>
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<td>Aggressive XC / Trail / All Mountain</td>
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<td>DH / FR / All Mountain / Aggressive Trail / DJ</td>
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<tr>
<td>&quot;The Standard&quot;</td>
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<tr>
<td>Spoon</td>
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<td>DH / FR / All Mountain / DJ / Slope</td>
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<td>Royala Timer</td>
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<td>2-Timer</td>
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<td>DH / FR / All Mountain / DJ / Slope</td>
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<td>Not 1.5 Timer</td>
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<td>1-Timer</td>
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<td>DH / FR / All Mountain / DJ / Slope</td>
</tr>
<tr>
<td>Tweet</td>
<td>54.00</td>
<td>49.00</td>
<td></td>
<td>DJ / Slope / Park / Fixie</td>
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# Spank Industries Pedals

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<tr>
<th>Model</th>
<th>MSRP USD</th>
<th>MSRP EURO</th>
<th>Intended Discipline</th>
<th>Weight</th>
<th>Platform Size</th>
<th>Material</th>
<th>Pins</th>
<th>Bearings</th>
<th>Colors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spike Flat Pedal</td>
<td>125.00</td>
<td>109.00</td>
<td>All Disciplines</td>
<td>400g</td>
<td>90+ cm²</td>
<td>Alloy Body / Scandium Enriched Steel Axle</td>
<td>18pcs M4*18mm</td>
<td>IGUS bushing outboard / Oversize sealed bearing inboard</td>
<td>Black, Blue, Red, Ti-Grey, Orange</td>
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</table>

## Pedal Accessories

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<thead>
<tr>
<th>Pedal Accessories</th>
<th>MSRP USD</th>
<th>MSRP EURO</th>
<th>Contents</th>
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<tbody>
<tr>
<td>Replacement Pin Kit</td>
<td>TBA</td>
<td>TBA</td>
<td>M4x9mmx32pcs / M4x18mmx4pcs</td>
</tr>
<tr>
<td>Replacement Bushing Kit</td>
<td>TBA</td>
<td>TBA</td>
<td>IGUS bushing x2pcs / Dust cap x2pcs / Quad ring x2pcs / stainless washer x2pcs / Custom 5mm Allen Tool x1pcs</td>
</tr>
<tr>
<td>Replacement Bearing Kit</td>
<td>TBA</td>
<td>TBA</td>
<td>Full Compliment Sealed Bearing x2pcs / Friction seal (R+L) / Custom 5mm Allen Tool x1</td>
</tr>
<tr>
<td>Replacement Quad Ring Pack</td>
<td>TBA</td>
<td>TBA</td>
<td>Quad ring x50pcs</td>
</tr>
<tr>
<td>Complete Pedal Rebuild Kit (w Axle)</td>
<td>TBA</td>
<td>TBA</td>
<td>Axle (L&amp;R) x1set / Bearing x2pcs / IGUS bushing x2pcs / Quad ring x2pcs / Dust cap x2pcs / Axle Bolt x2pcs / stainless washer x2pcs / Allen Tool 5mm x1pcs</td>
</tr>
<tr>
<td>MODEL</td>
<td>Intended Discipline</td>
<td>Sizes</td>
<td>Colors</td>
</tr>
<tr>
<td>-----------</td>
<td>---------------------</td>
<td>---------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>Tweet</td>
<td>DJ / Street / Park / Slopestyle</td>
<td>M/L (one size)</td>
<td>Magic Black / Aqua Blue / Apple Red / Eggplant Purple / Chrome</td>
</tr>
<tr>
<td>Spoon One2One</td>
<td>DJ / Street / Park / Slopestyle</td>
<td>M/L (one size)</td>
<td>Black on Black / Toxic Wasabi Green</td>
</tr>
<tr>
<td>PUFF</td>
<td>4X / DS / Trail</td>
<td>M/L (one size)</td>
<td>Powder White-Gold Trim / Powder White-Silver Trim</td>
</tr>
<tr>
<td>Model</td>
<td>Intended Discipline</td>
<td>Length</td>
<td>Weight</td>
</tr>
<tr>
<td>-------</td>
<td>---------------------</td>
<td>--------</td>
<td>--------</td>
</tr>
<tr>
<td><strong>Spank Lock-On Grips (Alloy Cap)</strong></td>
<td>All Disciplines</td>
<td>130mm</td>
<td>110 g</td>
</tr>
<tr>
<td><strong>Spank Lock-On Grips (Plastic Cap)</strong></td>
<td>All Disciplines</td>
<td>130mm</td>
<td>100 g</td>
</tr>
<tr>
<td><strong>Lock-On Shop-Box (25pr/4colors)</strong></td>
<td>DJ/Slope/Fixie</td>
<td>145mm</td>
<td>120 g</td>
</tr>
<tr>
<td><strong>TuggJob Grips</strong></td>
<td>DJ/Slope/Fixie</td>
<td>145mm</td>
<td>120 g</td>
</tr>
<tr>
<td>Model</td>
<td>Image</td>
<td>MSRP USD</td>
<td>MSRP EURO</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>-------</td>
<td>----------</td>
<td>-----------</td>
</tr>
<tr>
<td><strong>Tweet 1/2 Link Chain</strong></td>
<td><img src="image1" alt="Image" /></td>
<td>53.90</td>
<td>49.00</td>
</tr>
<tr>
<td><strong>Tweet Singlespeed Sprocket</strong></td>
<td><img src="image2" alt="Image" /></td>
<td>32.90</td>
<td>29.90</td>
</tr>
<tr>
<td><strong>Tweet Headset Spacer Kit</strong></td>
<td><img src="image3" alt="Image" /></td>
<td>6.50</td>
<td>4.90</td>
</tr>
<tr>
<td><strong>Tweet Seat Clamps</strong></td>
<td><img src="image4" alt="Image" /></td>
<td>10.90</td>
<td>9.90</td>
</tr>
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