

# Company Belief

## Break

Culprit Bicycles was founded on these 3 principles. The company desires to break the way that we do things. Each rider/person is a unique individual and they should be given the chance to express themselves in personality and in what they ride. The founder personally never wanted to ride the same bike as the rider next to him so for his cycling career he has always had the bikes custom painted to be slightly different. Why should you be conformed to one spec/ one color option. Culprit breaks the standard by allowing you to choose stickers and colors at an affordable price. Culprit also believes in a 3G(smart phone) world, the consumer and way of shopping has changed so he started the company around that new form of sales.

## Breed

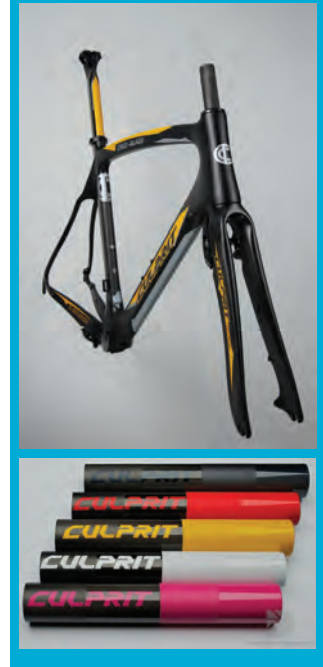
Culprit believes in breeding innovation. There is no reason to copy and conform to the ways of the past or tradition if there is a better way. Our Junior bikes were bred by the lack of high end bikes for those future racers who desire to ride alongside their parents or for those who cannot find a proper bike in their smaller size. The Croz Blade was bred to be a pure racing machine where you get the chance to buy the newest technology with 2 ways to build in one. When you step into disc brake bikes, why not have both options and be allowed to continue to use your expensive wheels you have collected over years of saving? Culprit Bicycles believes innovation and passion are cultivated within and is trying to continue to breed new technology and help breed passion to the sport through adults and younger generations.

## Bond

By selling carbon bikes consumer direct, Culprit bicycles has the opportunity to better know their riders. We can receive your feedback and advice and want to invite you into the Culprit family. Starting with the parents and also sharing the sport through your children or friends. Cycling bonds generations and friends together and we desire for Culprit Bicycles to build a lasting relationship with you as well.



## Croz Blade Aero Road Disc/TTV frameset

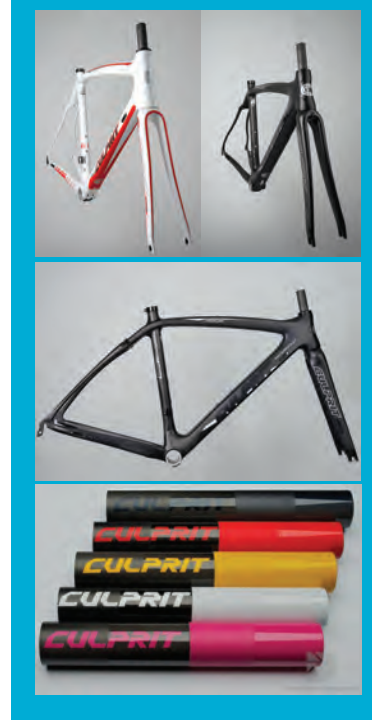


- Full Carbon Monocoque frame with a blend of UD/3K Toray 800 carbon
- 1 1/8" – 1.5" head tube for greater stiffness and better handling
- BB30 bottom bracket
- Internal cable routing designed for DI2, Campagnolo EPS or mechanical shifting systems
- 3 position seat post for more rider position options
- 2 Brake build options. TRP TTV build or Disc Brakes(hydraulic only) with internal routing

- Super Stiff chainstay for superior power transfer
- Thin seat stays for rider comfort
- 135 mm rear wheel spacing to fit standard road wheels
- Alloy inserts make the frame 130mm for TTV build
- Weight: 1150g -Frame:56cm raw finish -Fork: 470 raw finish
- Color and finish affect final product weight
- Frameset includes frame, fork, seatpost, headset, front/rear brakes, color options



# Arrow One Frame



- Full Carbon Monocoque frame with a blend of UD/3K Toray 800 carbon for stiff and comfortable riding
- Oversized downtube/ top tube/chainstay for greater stiffness
- Integrated Carbon dropouts
- Thin round seatstays for road shock absorption
- 1 1/8" – 1.5" head tube for greater stiffness and better handling
- BB30 bottom bracket

- Internal cable routing designed for DI2, Campagnolo EPS or mechanical shifting systems
- Fits 31.6 mm seat posts
- Oversized teardrop bladed fork design for stiffness and increased aerodynamics (integrated carbon drop outs)
- Weight:940g -Frame:54cm raw finish -Fork:385g raw finish
- Color and finish affect final product weight
- UCI approved



# Bullet Triathlon/Time Trial Frameset



- Full Carbon Monocoque frame with a blend of UD/3K Toray 800 carbon
- 1 1/8" – 1.5" head tube for greater stiffness and better handling
- PF30 bottom bracket
- Internal cable routing designed for improved aerodynamics
- Dual position seat post for 75% and 78% rider positions

- Tektro Brake under the BB
- TRP front brake
- Frame:1400g -Fork:440g
- Color and finish affect final product weight
- Frameset includes frame, fork, seatpost, headset, front/rear brakes, color options



## Junior One Available in Red/Yellow/Blue

Frame	Fork	Shifter	Rear Derailleur	Front Derailleur	Cassette
7005 Series alloy triple butted alloy	7005 alloy fork	Microshift 10 speed	Shimano 105	Shimano 105	Shimano 105
Crank	Seatpost	Handlebar	Stem	Saddle	Chain
Culprit 105 bcd 40/32 140 mm crankset	Culprit Carbon with dual offset	Culprit 26 mm x 360	Culprit 60 mm	Culprit	KMC X10
Wheels	Tire	Brake	Pedals	Complete bike weight	
Handbuilt alloy wheels 451 mm 40mm rear, 30 mm front	Kenda K191	TRP 820	Culprit	7.9KG	



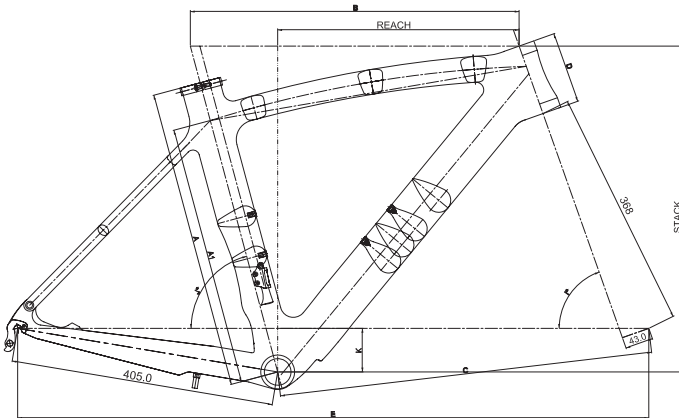
## Junior Two Available in Red/Yellow/Blue

Frame	Fork	Shifter	Rear Derailleur	Front Derailleur	Cassette
7005 Series alloy triple butted alloy	Carbon fork with alloy steerer	Microshift 10 speed	Shimano 105	Shimano 105	Shimano 105
Crank	Seatpost	Handlebar	Stem	Saddle	Chain
Culprit 110 bcd 46/34 152 mm crankset	Culprit Carbon with dual offset	Culprit 26 mm x 360	Culprit 60 mm	Culprit	KMC X10
Wheels	Tire	Brake	Pedals	Complete bike weight	
Handbuilt alloy wheels 650 40mm rear, 30 mm front	Kenda K191	TRP 820	Culprit	8.05KG	



# Frame size chart

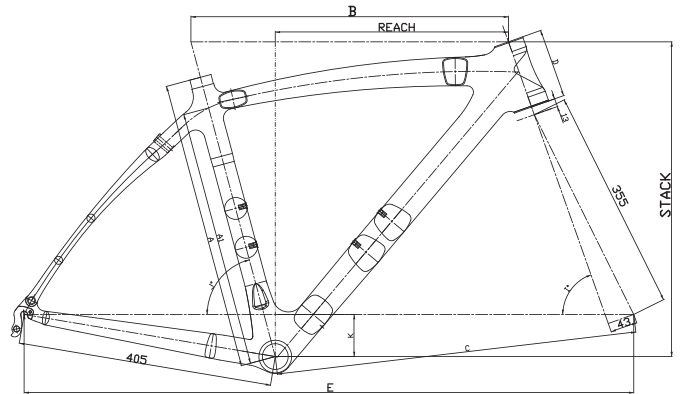
## Croz Blade Aero Road frame



CROZ BLADE Frame Geometry

Frame Model	Size	A	A1	B	C	D	E	I°	J°	K	REACH	STACK
CROZ BLADE	460(XS)	460	400	505	574	110	969.5	70.5°	75°	67	370.8	500.8
	490(S)	490	430	520	576.7	120	972.2	72°	75°	67	381.9	515.3
	520(M)	520	460	535	578.6	140	974.2	73°	74.5°	67	385.9	537.7
	550(L)	550	490	555	589.2	170	985.7	73°	73.5°	67	388.1	563.4
	580(XL)	580	520	580	608.8	190	1005.3	73°	73°	67	401.9	582.5

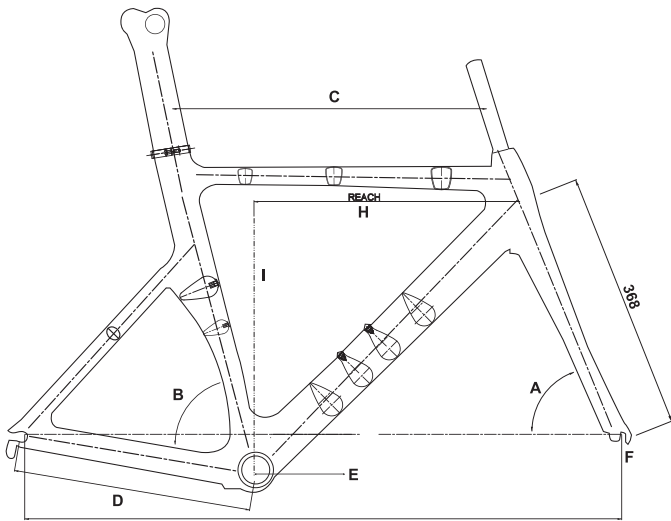
## Arrow One Frame



ARROW ONE Frame Geometry

Frame Model	Size	A	A1	B	C	D	E	I°	J°	K	REACH	STACK
ARROW ONE	460(XS)	460	410	505	574	110	969.5	70.5°	75°	67	370.8	500.8
	490(S)	490	430	520	576.7	120	972.2	72°	75°	67	381.9	515.4
	520(M)	520	460	535	578.6	140	974.2	73°	74.5°	67	385.9	537.7
	550(L)	550	490	555	589.2	170	985.7	73°	73.5°	64	388.1	563.4
	580(XL)	580	520	580	608.8	190	1005.3	73°	73°	64	401.9	582.5

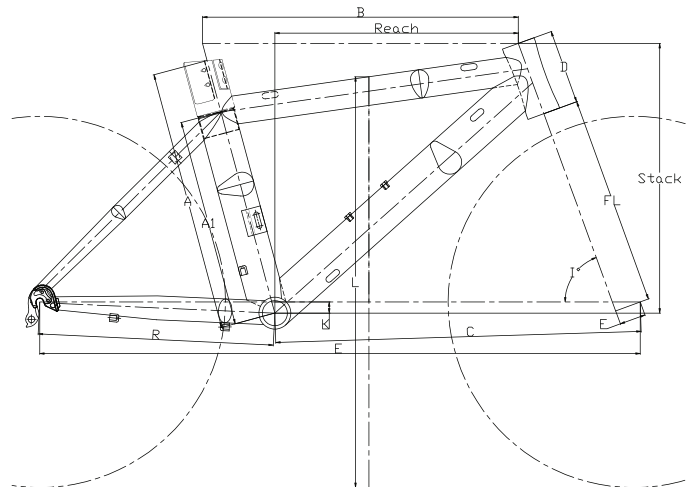
## Bullet Triathlon/Time Trial Frame



CROZ BLADE Frame Geometry

Frame Model	Size	A	B	C	D	E	F	G	H	I
CROZ BLADE	560(L)	73	76.5	555mm	395mm	57mm	45mm	1010mm	145mm	423mm
	540(M)	72.5	76.5	543mm	395mm	57mm	45mm	999mm	125mm	418mm
	520(S)	72.5	76.5	520mm	395mm	57mm	45mm	972mm	105mm	398mm

## Junior One/ Junior Two



JUNIOR Frame Geometry

Frame Model	A	A1	B	C	D	E	F	FL	I°	J°	K	R	L	REACH	STACK
JUNIOR ONE	350	280	422	490	100	804	35	281	70.5°	75°	15	315	550	326	361
JUNIOR TWO	450	380	495	560	105	946	45	365	71°	74.5°	45	390	686	424	470





## Carbon Post



- Toray 800 UD finish monocoque carbon seatpost
- Micro adjustment via 2 bolts
- 31.6 mm x 350 mm
- Weight: 185g in raw finish
- Color and finish affect final product weight

## Softer Ride Carbon Post



- Toray 800 UD finish monocoque carbon seatpost
- Seatpost allows flex up to 25-30 mm in order to offer a more comfortable ride on rough terrain.
- 31.6 mm x 350 mm
- Weight: 155g in raw finish
- Color and finish affect final product weight
- Weight limitation 120 Kg rider

## Carbon Bottle Cage



- Toray 700 carbon bottle cage
- Adjustable bottle bracket
- Choice of 2 colors. White or UD carbon
- Weight 25 g

## Bottle



## Full Carbon Stem



- Oversized, super stiff monocoque full carbon stem
- Toray 800 carbon
- Bar Bore 31.8 mm
- Lengths 95mm/110mm/125mm
- Weight:160g in 125 mm raw finish
- Color and finish affect final product weight

## Carbon Crankset



- Hollow Carbon crankarm
- BB30 bottom bracket
- Carbon spindle
- 110 BCD with 53/39 or 50/34 CNC'd 7075 chainring options
- 10/11 speed compatible
- 165 mm, 170mm, 172.5, 175 mm lengths
- 670 grams with painting
- BB30- 60 grams
- Offered in 5 colors

## Alloy stem



- Alloy stem
- Titanium bolts
- Bar Bore 31.8 mm
- Lengths 80/90/100/110/120/130 mm
- Weight:110g for a 110 mm stem raw finish
- Color and finish affect final product weight

## Alloy Carbon matrix stem



- Alloy stem with a carbon wrap
- Titanium bolts
- Bar Bore 31.8 mm
- Lengths 80/90/100/110/120/130 mm
- Weight:120g for a 110 mm stem raw finish
- Color and finish affect final product weight

## Flat top Carbon road bar



- Toray 800 UD finish carbon bar with aero tops for rider comfort
- classic round bend with compact drop
- carbon cap underneath for cleaner cable routing.
- bar bore 31.8 mm
- widths 420,440, 460 mm (outside to outside)
- Weight:195g in raw finish
- Color and finish affect final product weight

## Classic round tube carbon road bar



- Toray 800 UD finish carbon bar with round tubes for rider comfort
- classic round bend with compact drop
- carbon cap underneath for cleaner cable routing.
- clip on aero bar compatible
- bar bore 31.8 mm
- widths 420,440, 460 mm (outside to outside)
- Weight:190g in raw finish
- Color and finish affect final product weight



# Wheels

Available in  
Red/Yellow/Indigo/  
White/Silver/Fuschia

Culprit Carbon Tubular wheels  
-21.5 mm wide rims  
-Hubs: Aluminum 7075 hubs  
Front 2 sealed bearings  
Rear 4 sealed bearings

-Spokes- Sapim CX Ray  
-Lacing 20/24 hand built  
-Accessories, QR, 4 sets of brake pads(Enough for 2 bikes), spare spokes

## Culprit 40mm

Rim Profile 40 mm  
Front Wheel: 593 grams  
Rear Wheel: 743 grams  
40/40 weight 1336 grams



## Culprit 55 mm

Rim Profile: 55 mm  
Front Wheel: 668 grams  
Rear Wheel: 818 grams  
55/55 weight 1486 grams



## Culprit 83 mm

Rim Profile 83 mm  
Front Wheel: 728 grams  
Rear Wheel: 876 grams  
83/83 weight 1604 grams



## Bib



## Arm Warmer



## Jersey



# Disc brake technology

Culprit Bicycles was in planning and development last fall with the desire to be the first brand to offer a Disc equipped Aero road bike with dual brake options. This desire was born from the new UCI rules for cyclo-cross as well as the development by TRP with road bike disc brake development. Volagi opened the door and made a beautiful endurance bike, but none had yet developed a pure racing machine. In March 2012, Colnago launched the C59 disc. As a friend then told me, "The Disc brake ship has sailed, move on." Culprit Bicycles saw it differently. The harbor had just been built and people are now ready to get onboard. Colnago confirmed what Culprit believed, that Disc's are the future. The only big holdback now is UCI approval.

Croz Blade was designed as an Aero road bike disc for 2 reasons. 1. Disc Brakes, hubs, rotors have a slight aerodynamic disadvantage, So logically, make it up in other place, a more slippery frame. 2. It allowed for a cleaner, more aero 2nd option brake using TTV which is more commonly accepted on aero bikes. The whole concept behind this bike was, "Buy Now, Decide later!" Many riders are on the fence about disc brakes, so investing a lot of money in a frame for only a disc brake build is a risk at this moment to them. Croz blade offers the cleanest Disc brake design as well as TTV for those who are on the fence, but want to buy now. It is also an aesthetically beautiful bike built both ways.



Disc brakes simply WORK BETTER!!! Carbon clinchers have been problematic for years, the workaround is disc brakes. They offer: better braking performance in wet conditions. better brake modulation. shorter braking distances and are easier on the hands. Disc brakes also remove the problem of wheel flex hitting brakes on hard efforts out of the saddle and when climbing.

The Croz Blade fork design was redrawn many times to get it perfectly. The fork is built around 160mm rotors only due to safety concerns. It also allowed the fork to be cleaner and better looking with the removable spacing for the disc brake. When you use a disc you have a carbon cover to hide the TTV cutout as well as offer a cleaner cable routing design for the disc cables. You also have the option of using the bike built with TRP's TTV brake.

The rear dropout is spaced at 135 mm with alloy inserts for 130 spacing. So you can use your current wheels when assembled with TTV brakes or Culprit/Detec color matched wheels or find 135 hubs more easily for disc built wheels. The disc mount was developed around hydraulic disc brakes in order to achieve the cleanest, most aerodynamic disc brake road bike. This cleaner design came at the cost of not being compatible for mechanical disc brakes. Sorry about that.

***"Disc brakes are the future and Culprit Bicycles will be on the cutting edge of development for years to come."***