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## Niner jet 9 aluminum

All the pictures politely, Bikes.It was just a matter of time, of course, and now it's here. After rebooting its carbon fiber JET9 and RIP9 lineup to make them Boost and 27.5+ compatible, jet9's shorter trip is now also available with a blended frame. Geometry and design endure, it's just less expensive.... In front you get a 130mm crusty fork of Rockshox Yari RC to create a head angle of 67.5°. Their proven CVA suspension maintains rear-wheel tracking without bobbing under pedaling, making Niner's wheels capable of climbers and offspring. The help with the suing is the standard threaded 73mm shell of the lower bracket. Like the RDO carbon models, this latest iteration gets shorter 434mm chain-link and slightly steeper than the seat and longer range, with your weight centered in the wheel while improving overall handling. Increasing the spacing on the back helped make it happen, while allowing them to increase the journey to 120mm and opening the tyre clearance to 29×2.4 or 27.5×3.0. This is a jet now squared in the track category, so it's a complete suss XC duty on RKT9. It is being sold as a full bike with 29er wheels and a SRAM NX1 build for \$2,600, delivery to sellers this month (Oct. This includes rockshox Monarch RL shock, poured Nine cockpit (bar, steb, post) and SRAM Level brakes. Other standard features include an internal and external seatpost routing dropper, ISCG05 carriers, 30.9 seatpost, longer-travel RIP9 got its own version of the alloy at the end of August, so now the line is complete. NinerBikes.com Niner (United States) - Press release: A new way to fly, Our aluminum jet anchors [R]Evolution of our tracking wheels. Knowing that the technologies and expectations of cyclists have changed over the years, we have put a lot of time, energy and research into creating the most versatile and fun full-spring mountain bike money you can buy. The jet-poured perfect bike is an excellent daily driver with durability and handling, which will have riders who make up for it every time they hit the track. We build them with 29er wheels and the Sram NX Group to meet the demand for a super efficient, medium-travel bike. And at \$2,600, the price is almost as good as driving. [R] Geometry of evolution: At the core of the jet is our [R]geometry of evolution. The general dimensions lean towards a longer range of frames so that the length of the comma can be shortened for a faster steering input. Also, the chain walls have been shortened from the processor down to 434mm for quick acceleration and some playful pop. To turn the whole feel of the bike well rounded and to ensure effective climbing and pedaling, we steepened like a seat tube. It keeps you centered in the wheel and can stay on top of your equipment when you put down the power. Details and availability of construction: Niner's patented CVA suspension provides a 120mm plush, effective back-up travel revised for modern trail riding, providing confident descent, efficient climbing and bike that is just all about fun Boost 148 x 12 mm rear spacing for optimal power transfer, geometry, i icing angle compatible with 29x2.4 gums i 27.5 plus rubbers up 3.0 Internal i outdoor capaonik post rutting 30.9mm seating mail, 400 34.9mm obujm BSA threaded 73mm donje turns with ISCG 05 mounts Zero stack headphones supplied Jet 9 2-Star NX Eagle Specifications: Frame: Jet 9 - Gray/Blue Fork: Fox 34 Float Rhythm Grip Evol, Sweep Adjust, 130mm, 110X15mm Shock: Fox Float DPS Performance Evol 3 Position Front Wheel: Niner Legira, 110X15mm Front, Niner Grphic Rear Corner: Nine Position, 148X12mm Rear, Niner Graphic Front Rubber: Maxxis Ardent F60 SC 2.4 Front Rear Rubber : Maxxis Ardent F60 SC 2.25 Rear Tubes / Sealant: Tubes Brakes: Sram Level Brake Levers: Sram Level Brake Levers: Sram Level Brake Rotors: 180/160mm Sram G2CS Rotors Front Shifter: N/A Rear Shifter: Shame NX Eagle 12SP Front Deraillleur: N/Rear A Deraillleur: Shame NX Eagle 12SP Cas : Shame PG 1230 11-50T Chain: Shame NX Eagle 12SP Crank Set: Shame Descendant 6K Eagle DUB 32T Bottom Bracket: Shame DUB BSA Threaded Saddle: Niner Custom WITH CR-Mo Rails, Printed Niner Graphic Seat Post: KS E20i Internal Handlebar: Race Face Aeffect R 780 Widemm, 20mm Rise, 35mm Clamp Stem: Race Face Aeffect R 50mm, 35mm Clamp Head Set: Niner Internal ZS Shis Description ZS44/28.6j ZS56/40 Grips: Niner Grrrips L/O Nylon An approximate weight: Tbd This website uses cookies to improve your experience. We assume that's okay for you, but you can get out if you want. Accept Reject Read MorePrivacy &amp; Cookies Policy Curious about what it takes to choose new colors for a bike? We have agreed with our senior graphic designer Nate Adams how he will come up with new colors and designs for all our bikes. Available ON DESCRIPTION Serious good look, lighter weight, more CVA travel, JET 9 has all the technical improvements that define the XC dominator. Carbon wonder bikes are excellent, but you will appreciate the new technologies that we also use in our blended frames. These are dream bikes at your fingertips – air-formed alloy with as many custom details as our RDO line, something you can log big miles on, day in and out. Niner, who loves putting the pedal on metal – JET 9 is for cyclists who like to get there early or drive a little longer. With more than 30 glowing media reviews for driving quality and handling - the new JET 9 takes these features and increases the ante with increased travel, 142x12mm rear end and air-formed aluminum aluminum air pipes that redefine capacity and reduce frame weight. Niner's new JET 9 now comes with a fused frame of bland fuzzy Jet 9 gets Niner's CVA behind the link Slack Courtesyer angles and more travel makes JET 9 hungry for rough and tumble riding Bland On the back, new 9 sees 120mm behind the trip and 130mm in advance Courtesy In an interesting departure from Niner's 29v only mantra, The new JET 9 is compatible with 29in and 27.5+ angles For US\$2,600 JET9's spec'd SRAM NX group i Level icing Politeness A couple of months ago Colorada-based Niner has preused his XC dualie JET 9 trail i-focused RIP 9 with aggressive geometry , increase wheel spacing and bike compatibility 27.5+ – an interesting choice for a brand built around 29ers. Initially, these upgrades only applied to the carbon fibre version, but the trickle-down technology has now reached the lower end of niner's range with the fused JET 9. JET 9 highlights 130mm front travel and 120mm rear travel 142 x 12mm spacing rear nodes Compatible with 29×2.4 called 27.5 plus rubber up to 3.0in Internal i outdoor caper post rutting BSA threaded Bottom Wallet Bracket-friendly US\$2,600 price tag. UK and AU prices have not yet been announced. Slacker angles and more travel make JET 9 hungry for rough and tumble riding Courtesy As our jon Woodhouse pointed out when the carbon version was released, for a brand that believes 29in is the best bike size, making the frame compatible with 27.5+ wheels is an interesting choice. However, Niner is quick to remind us that 27.5+ wheels with fat rubber are almost the same diameter as the usual 29in set. Previously, jet 9 was categorized as a racer XC, Ali, sa 100mm fork was succeeded by the 130mm Rockshox Yari RC Solo Air (up to 140mm sa 27.5+ angles) and the last carriage sprual at 120mm Rockshox Monarch RL Debonair on the back, the new JET 9 is a stasis of oladnaza. At the back, the new JET 9 sees 120mm behind the trip and 130mm in front Courtesy There were also no headaches caused by creaky press fit bottom brackets as well, with the new JET 9 using the 73mm BSA thread system. There is also guidance for the inner and outer droplets too. As with all Niner's full suspension wheels, JET 9 also received a multi-link CVA suspension system. The brand says its design eliminates the pedals of the bob, while the rear suspension is active, but the bottom link also creates a perfect shelf for mud and mud to accumulate. For \$2,600, the Jet9 came spec'd with the SRAM NX group and Level Brakes Courtesy Even from the more expensive seronje, The geometry of the JET 9 leline mirrors the RDO version with a head ugaoom from 69.5° to 67.5° i effective ugaoom ci for saddles from 74.5°C — 27.5+ angles, ugaoi gets half-puffing. The seats are also 434mm shorter and the range is slightly longer to allow for shorter steers and wider handlebars. All this techno-blaring means that the bike should allow it to use an extra trip when the path becomes buck wild. New JET Alloy 9 comes as a complete bike with Niner's 1-Start spec with SRAM NX drivetrain, SRAM Level brakes, ISCG 05 mounts, 29in wheels and Nine finish kit and touch points. Even better, the new bike comes in at US\$2,600, about half the price of its cousin's carbon fiber. Niner's Jet 9 Alloy NX1 offers a cost-conscious take on Russell Burton Niner's carbon bike own wide 780mm flat bar located atop RockShox Yari fork Russell Burton There's some spotted flex in the SW Frame tub se situation becomes a brutal Russell Burton CVA suspension linkage from the other side is a tame well-balanced Russell Burton Tested we carbon fiber RDO version niner's new Jet 9 last year or you're getting here full lelinu wheels for the price only frame I'm sorry. It provides similarly highly efficient pedal driving, as well as bike compatibility and the attractiveness of the nixy brand of carbon bikes. With Niner's wide 780mm flat bar, 130mm RockShox Yari fork, 29x2.4mm front tyre and 445mm range on our large sample, and a weight of just 14.5kg, it has a serious route presence for just 120mm of travel. The CVA connection is unique in that the upper and lower connections play on their superior enduro bearings, as the chain tension drags the wheel forward. This means that they effectively balance each other, leaving them to be more hard, but basically neutral in terms of which direction it is moving. Niner's wide 780mm flat bar is located atop rockshox Yari fork Russell Burton This is quite ideal for delivering power with a consistent ski lift, however the surface should be accidental, and despite its weight, the NX1 is a very determined technical climber. Get away from the electricity, and the suspension is mobile enough to cause trouble, and it'll even take a watered-down shot from a rock or a fall without coughing you up over the sticks. In addition to the tyres, the frame will also install 27.5×3.0in plus if you really want to maximise its ski lift to suffocate the path. The firm fork RockShox Yari is located at a comfortable confident 67.5 degrees, while the short 434mm long Boost-width rear end means that snakes through narrower turns well for bikes with large wheels. There's some noticeable flex in the swoopy frame when it's going really brutal Russell Burton's relatively slender rear stays, long connections and curved and kinked main tubes with a steep slope down from a short head tube to translate into a noticeable flex if you start trying to force it through the corners harder than it is comfortable though. The range and wheeled dimension are also on the short side, which reduces stability when really scything through corners and chunder. Spec for NX level- less for a droplet is definitely below par for the price. Too.

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