



Calfee Adventure

Geometry

Size	top tube length	seat tube angle	set back	chainstay length	stand over height	b.b. drop	head tube angle	head tube length	fork rake	wheel base
48	51.5	73.75	12.5	43	74.8	7	71.25	9.1	4.7	99.3
50	52.5	73.75	13.1	43	77	7	71.25	10	4.7	101.2
52	53	73.25	14.1	43	78.2	7	72.25	11.3	4.7	100.5
54	54.8	72.75	15	43	79.8	7	72.25	12.8	4.7	101
56	56	72.25	16.1	43	82.1	7	72.75	15	4.7	101.7
58	57	72.25	16.8	43	83.1	7	73.25	16	4.7	102.7
60	58.3	71.75	17.8	43	85.2	7	73.25	18	4.7	103.4
62	60	71.75	18.7	43	86.6	7	73.25	20	4.7	105
64	61	71.25	19.6	43	88.1	7	73.25	22	4.7	105.5
66	63.3	70.75	20.6	43	88.8	7	73.25	24	4.7	107.7

Features

- Available in our Dragonfly, Tetra, Luna or Bamboo frame models
- Utilizes our Road geometry with .75 degree slacker head/seat tube angles as well as 43cm chainstays (+1.5cm)
- 35c tire clearance
- Compatible with full-wrap fenders and 28-32c tires
- Front and rear disc brake option
- Front and rear 47-57mm caliper brake option
- Multiple full carbon fork choices for both disc brake and 57mm caliper brake, both with eyelets
- Additional eyelets may be fit to frame and fork for accessories
- Integrated electrical options (drive train, lighting, computer, navigation, etc.)

Feedback

“I really did not expect to fall in love with a carbon-fiber racing bike, but I liked the bike so much that I used it for cross-town rides, even if it meant carrying a messenger bag. As more and more research finds that wider tires offer not only better comfort and safety, but also better performance, I consider the Calfee Adventure the racing bike of the future. It combines the clearance for wide tires and fenders with the light weight and performance of the best modern racing bikes. For racing, weekend rides or supported events, the Calfee’s exhilarating speed is on par with the best bike I have ridden. Perhaps even more important, the bike felt good at all speeds and effort levels. With its quality construction and assembly, the Calfee was a bike that always felt on my side, ready to bring out the best in the rider.” Jan Heine, editor, *Bicycle Quarterly*, Vol. 10 No. 1 Autumn 2011