Tri Shop Customer

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972-378-5476

Fit Type:	Armpad
Stack:	628
Reach:	404

Bike	Geometries			Configurations	
Scott Plasma 5	51	Stack: 600 to 640	Reach: 405 to 455	Scott Plasma Team Issue	5599
				Scott Plasma Team Issue Frameset	5999
				Scott Plasma RC	6999
				Scott Plasma Premium	11999
Felt IA	54	Stack: 605 to 645	Reach: 391 to 441	Felt IA FRD Frameset	6999
				Felt IA 1 Frameset	4499
				Felt IA FRD	16999
				Felt IA 1	10999
				Felt IA 2	6999
				Felt IA 3	4999
Boardman TTE	XSmall	Stack: 602 to 642	Reach: 399 to 462	Boardman TTE 9.2	5000
				Boardman TTE 9.8	7000
				Boardman TTE 9.8 Signature	11500
				Boardman TTE 9.8 Frameset	4000
				Boardman TTE 9.8 Signature Frameset	4300

The bikes listed were selected based on their geometric compatibility and the fitter's assessment regarding a rider's needs, goals, and budget. The list is not intended to be a comprehensive assessment of bikes available in the market.

Any questions regarding contents of the list or regarding your bike fit are welcome and can be directed to bikefit@trishop.com.

Scott Plasma 5

Bike Website

Scott Sports	triathlon

The SCOTT Plasma 5 has been completely redesigned to not only make it more aerodynamically sound, but also to make it faster WITH a moving rider on it than without. With Sebastian Kienle racking up the IM European Championships and World Championships in the bike's first year, it is safe to say that the Plasma 5 is a cut above the rest. Next level adjustability, fuel storage and integration make the Plasma 5 not just a bike, but rather a well-oiled machine with one intention and one intention only- the top step.

GEOMETRIES	SIZE	STACK	REACH	WHEEL SIZE
	51	510	380	700
	54	540	397	700
	57	570	414	700
	60	600	430	700

SCOTT PLASMA PREMIUM (2017) 11999

SCOTT PLASMA RC (2017) 6999

SCOTT PLASMA TEAM ISSUE (2016) 5599

SCOTT PLASMA TEAM ISSUE FRAMESET (2017) 5999

Felt IA

Bike Website

Felt Bicycles	triathlon

Stiffer, lighter and faster; Felt's IA provides everything you need to cut time and PR. Ridden to first place in Kona three years in a row, the IA has proven to be the fastest bike in the tunnel and on the road.

GEOMETRIES	SIZE	STACK	REACH	WHEEL SIZE
	48	478	379	700
	51	505	387	700
	54	522	404	700
	56	546	425	700
	58	572	445	700

FELT IA FRD 16999

FELT IA 1 10999

FELT IA 2 6999

FELT IA 3 4999

FELT IA FRD FRAMESET 6999

FELT IA 1 FRAMESET 4499

Boardman TTE

Bike Website

Boardman Bikes	triathlon

When competing in a world of marginal gains, 5% is massive! This is the real world performance advantage that the new TTE offers when combined with our new Aerodynamic Surface Treatment, over the previous generation of World Ironman and World Time Trial Championship winning ATT. At 25 mph it equates to 3 minutes for a 25 mile time trial or a massive 13 minutes over an Ironman distance. This has been accomplished through an extensive product development and refinement process, utilising comprehensive scientific research, cutting edge computational fluid dynamics, wind tunnel and real world testing. Any element of the bike that has an impact on airflow has either been hidden inside the main frame and handlebars or carefully sculptured to enhance smoother airflow. The frame set is manufactured from our highest C10 carbon with tube profiles and a material layup designed specifically for efficient power transfer. The geometry has also been tuned to ensure handling and stability remain neutral at speed.

GEOMETRIES	SIZE	STACK	REACH	WHEEL SIZE
	XSmall	496	385	700
	Small	514	401	700
	Medium	533	417	700
	Large	553	432	700

BOARDMAN TTE 9.8 SIGNATURE (2017) 11500

BOARDMAN TTE 9.8 (2017) 7000

BOARDMAN TTE 9.2 (2017) 5000

BOARDMAN TTE 9.8 SIGNATURE FRAMESET (2017) 4300

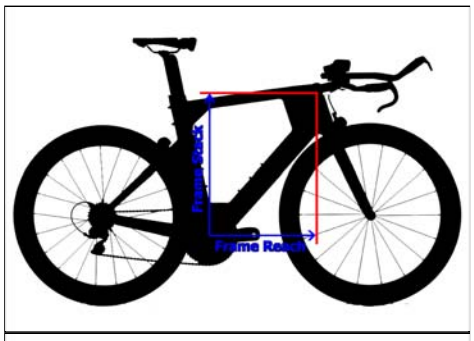
BOARDMAN TTE 9.8 FRAMESET (2017) 4000

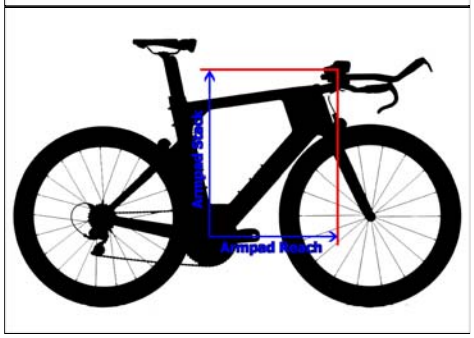
Stack and Reach Definitions and Guidelines

Different bike manufacturers size their bikes in different ways: some provide a numeric size and some provide "t-shirt" sizing, such as Small, Medium, Large, and so on. However, different manufacturers, and often different bike models from the same manufacturer, have vastly different geometries even though they are listed as being the same "size". As a result, it's impossible to know one's bike size without also understanding the geometry of the bike frame in question.

A better way to understand the size of bikes, and the differences between different brands or models, is through the use of two important frame measurements: Frame Stack and Frame Reach. A rider with longer legs and a shorter torso is likely to prefer a tall/narrow bike having a tall frame stack and a narrow, or short frame reach. A rider with a longer torso and shorter legs would tend to prefer a bike with a long/low geometry, having a longer frame reach and a shorter frame stack.

The Tri Shop Fit Process accounts for your riding style and uses a dynamic bike fit to best assess the ideal position for you on a bike, and that leads us to measurements of a bike fits you best. Those measurements identify an ideal frame stack and frame reach that suits your riding style and your physiology best and ensures that you're getting the best value for your purchase.





Frame Stack

Measurement, in millimeters, of how high (vertically) a bicycle frame's head tube sits above the bottom bracket (the center-point around which the rider pedals).

Frame Reach

Measurement, in millimeters, of how far in front (horizonatally) a bicycle frame's head tube sits above the bottom bracket (the center-point around which the rider pedals).

Armpad Stack

Measurement, in millimeters, of how high (vertically) the position of the armpad is (to the top of the armpad) sits above the bottom bracket (the center-point around which the rider pedals).

Lower armpad stack positions put the armpads closer to the headtube of the bike. A lower armpad position generally improving aerodynamics and aesthetics.

Armpad Reach

Measurement, in millimeters, of how far in front (horizonatally) the edge of the armpad (closest to the rider) is from the center of the bottom bracket (the center-point around which the rider pedals).

The reach will affect the weight distribution of the rider over the front wheel which can affect handling in adverse ways if not position appropriately.