

CHAPTER 2

RIRÄ



RIRA TO BE STRONG IN MAORI

In a world where every new bike launch is accompanied by lofty claims of “fastest bike in the world” or “save X watts over a 40km/hr solo ride,” it would be easy to forget that cycling is about the senses—the beauty of suffering up a massive col, then dipping into a valley with the surroundings flashing by as if you’re traveling through time.

The RIRA is all about the “touchy, feely” side of cycling. Whilst the svelte weight and the carefully dialed stiffness-to-weight ratio matter to our product team, who geek out over Toray specifications, fibre orientation, and watts saved, it’s what we deliver to your soul that matters to us most.





With the RIRA, we got back to basics. It delivers razor-sharp balance and agility, guaranteed to raise your pulse. And if that wasn't enough, its head-turning looks will make an impact whether you're at your local bunch ride or pushing for a PB.

Featuring the T47 85.5 BB Standard for high tolerance and stiffness, the RIRA offers a wide range of BB and Crankset options. The 27.2mm seatpost allows for fine-tuning your fit and weight, or you can opt for the C2 TUMU Seatpost (219g) for the full experience.

The frameset includes SRAM UDH and Shimano Direct Mount Hangers, and is compatible only with electronic groupsets. The chassis and fork accommodate tires up to 32mm in the rear and 34mm in the front, ensuring a smooth and fast ride.

Michael

Designed in
New Zealand





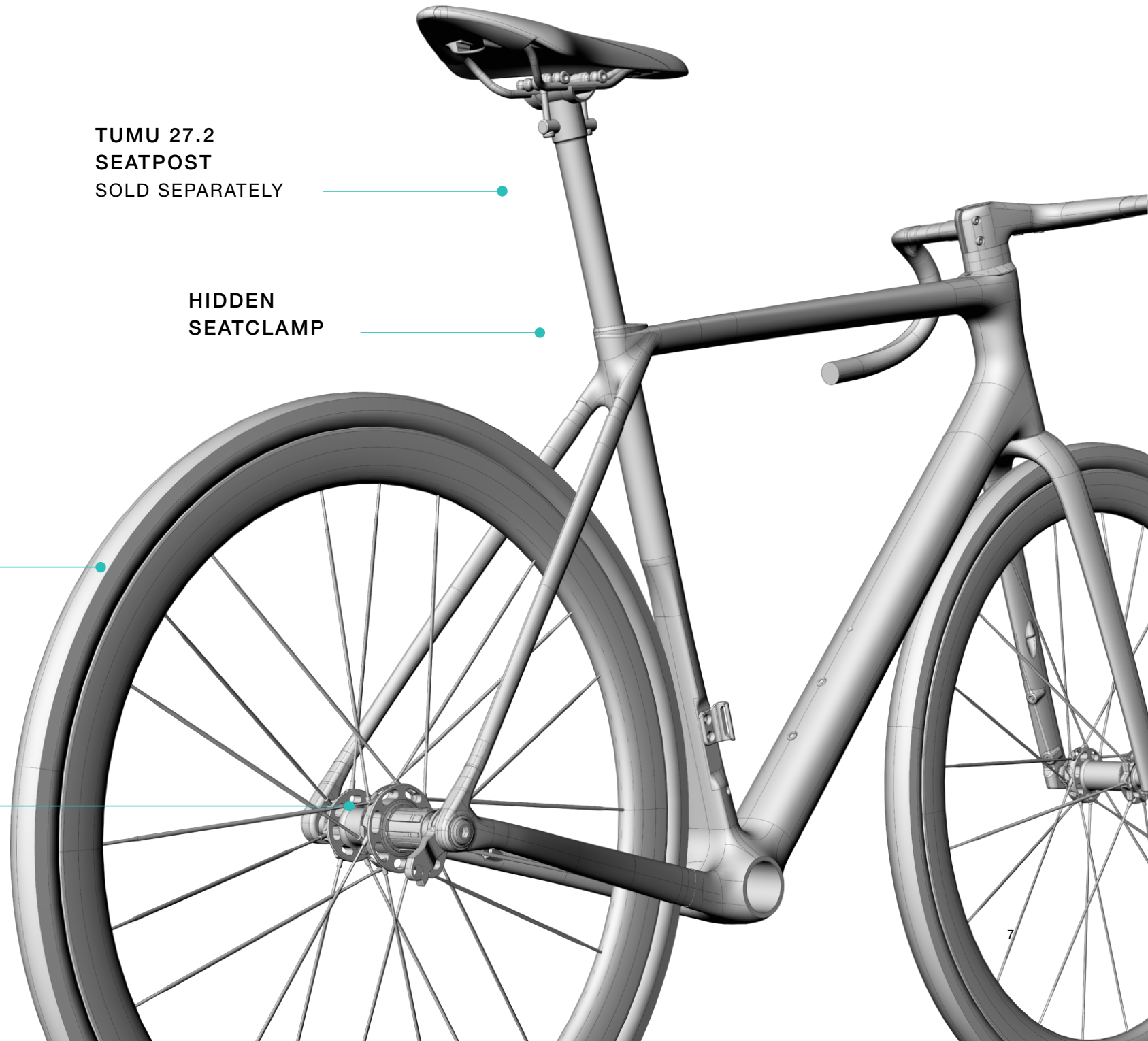
FEATURES

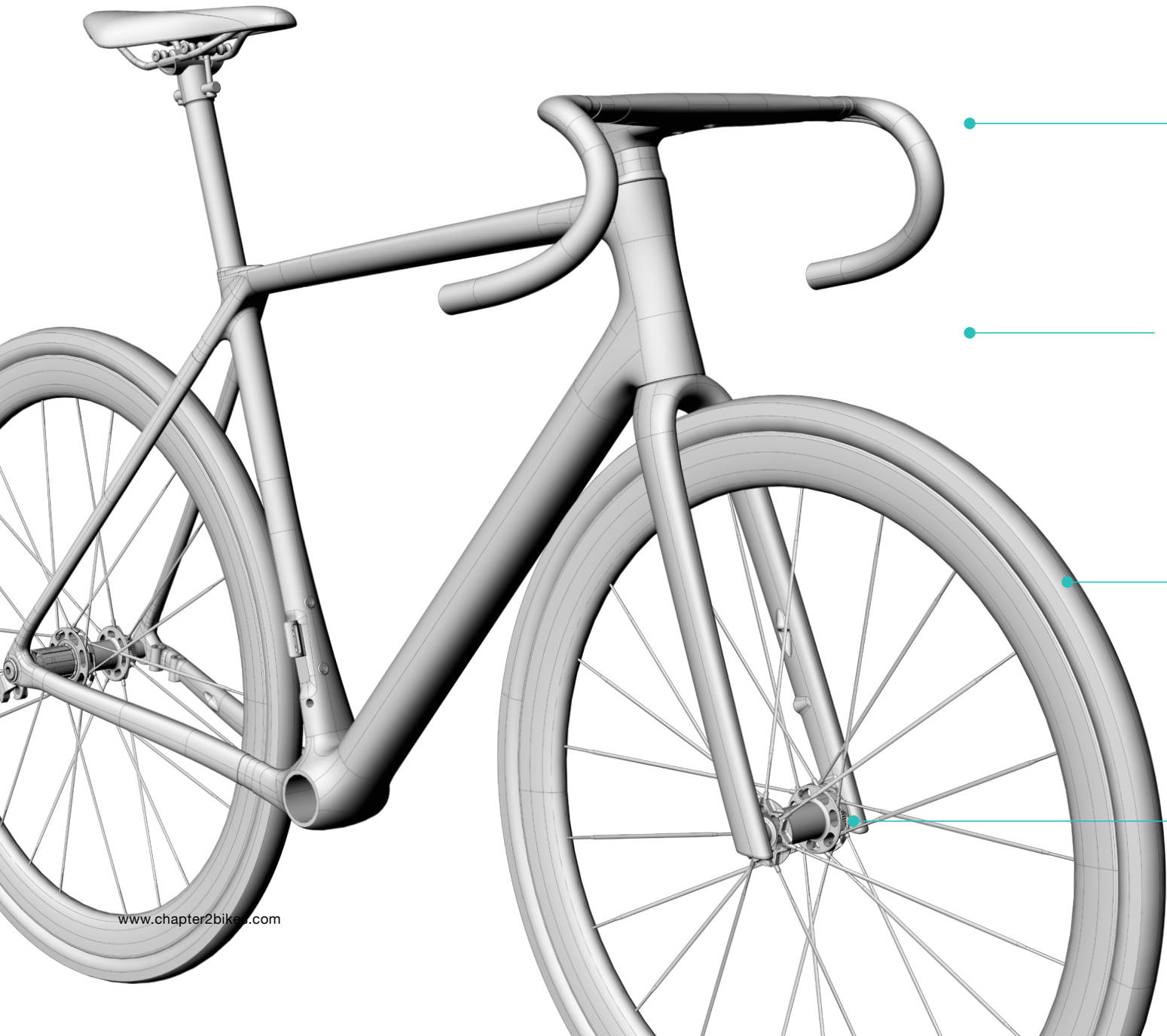
TUMU 27.2
SEATPOST
SOLD SEPARATELY

HIDDEN
SEATCLAMP

32MM TIRE
CLEARANCE

SRAM UDH
& SHIMANO
DIRECT MOUNT



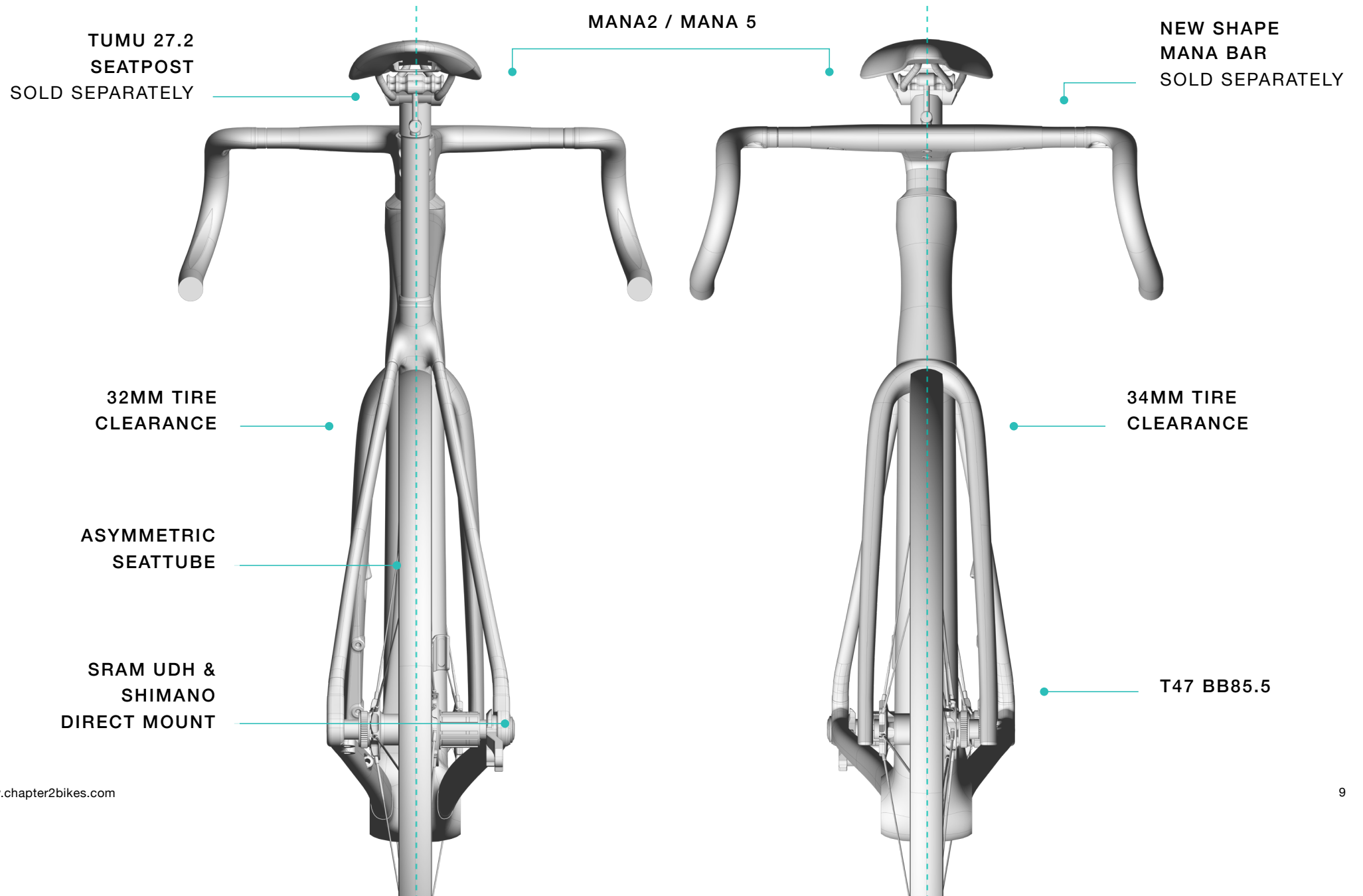


NEW SHAPE
MANA BAR
SOLD SEPARATELY

FRAME: 945G SIZE M +/- 3%
FORK: 395G UNCUT +/- 3%

34MM TIRE
CLEARANCE

CONCEALED
DROPOUT



MODEL COMPARISON

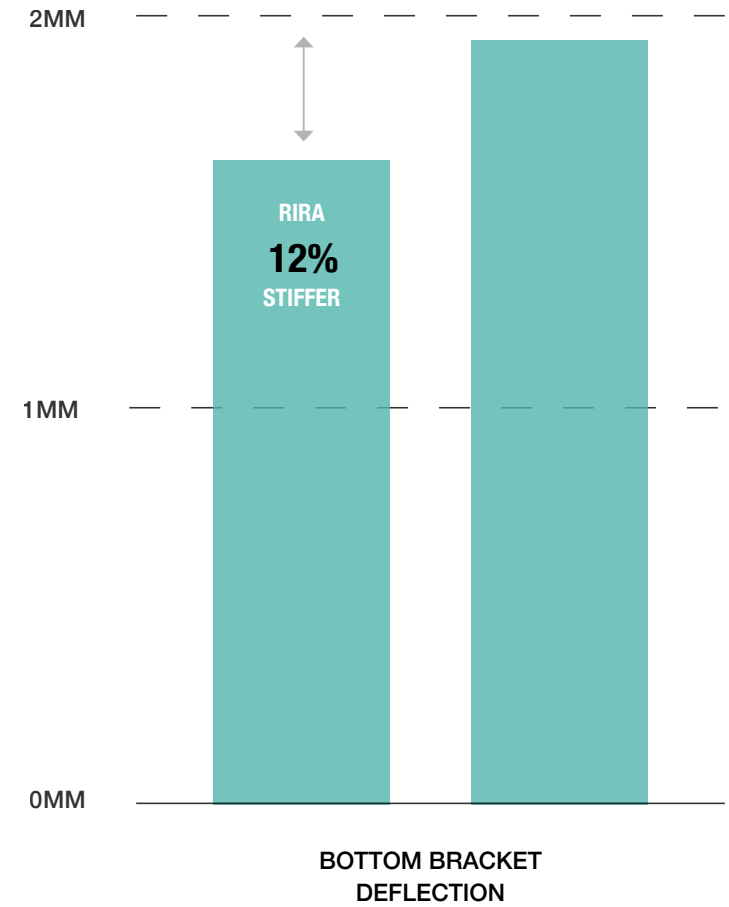
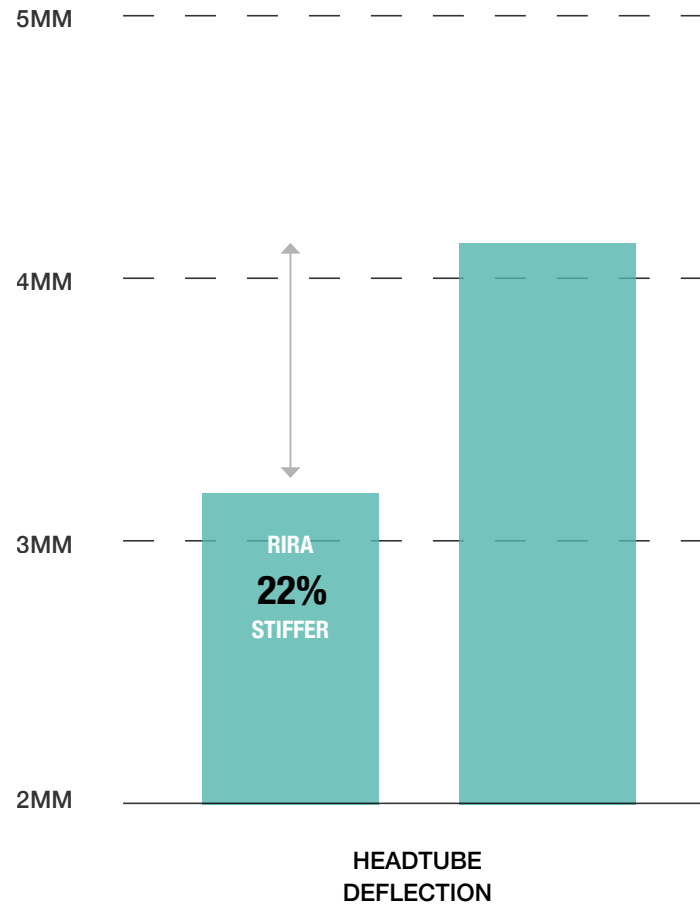
COMPARISON

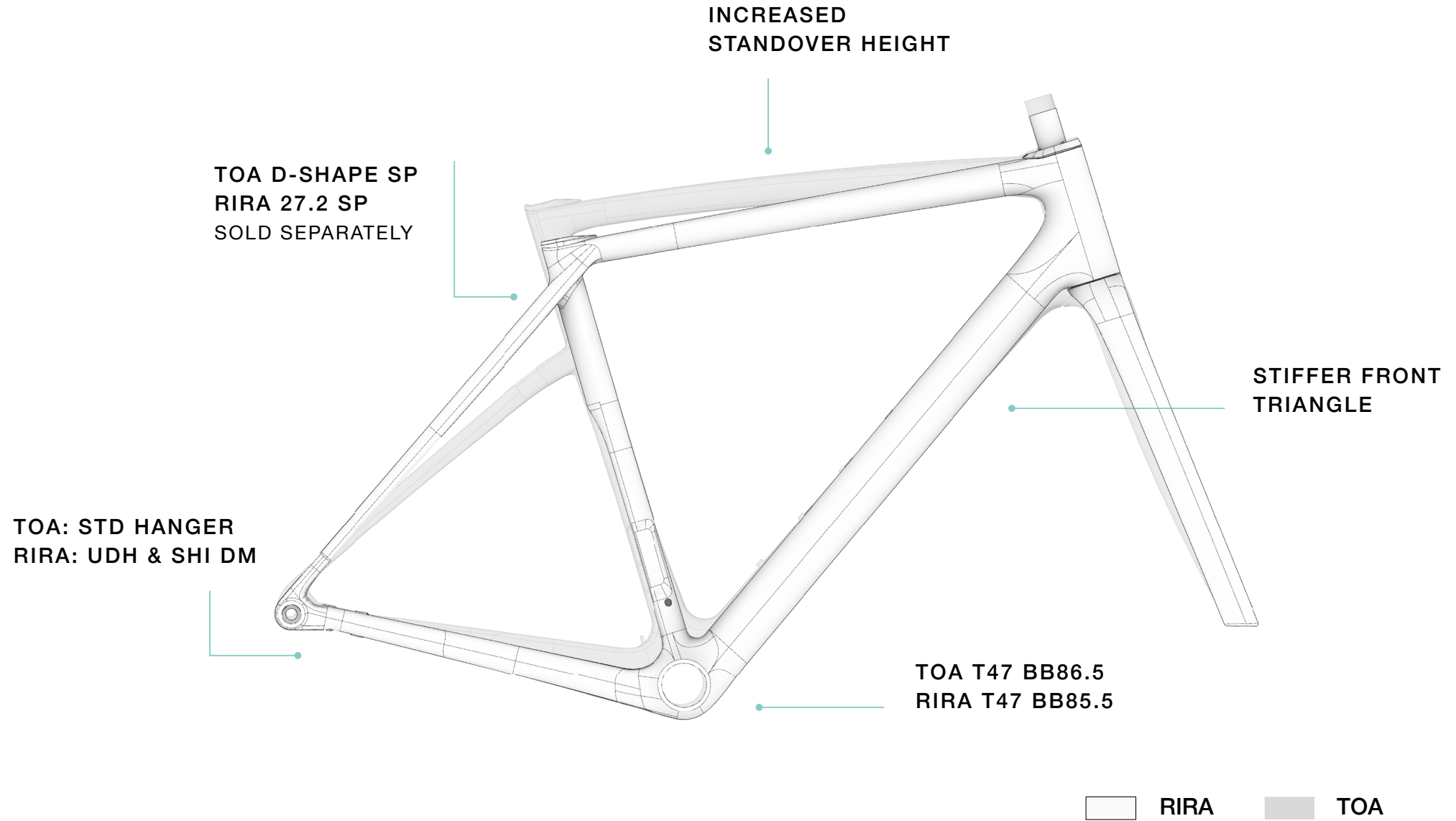
RIRA & TOA

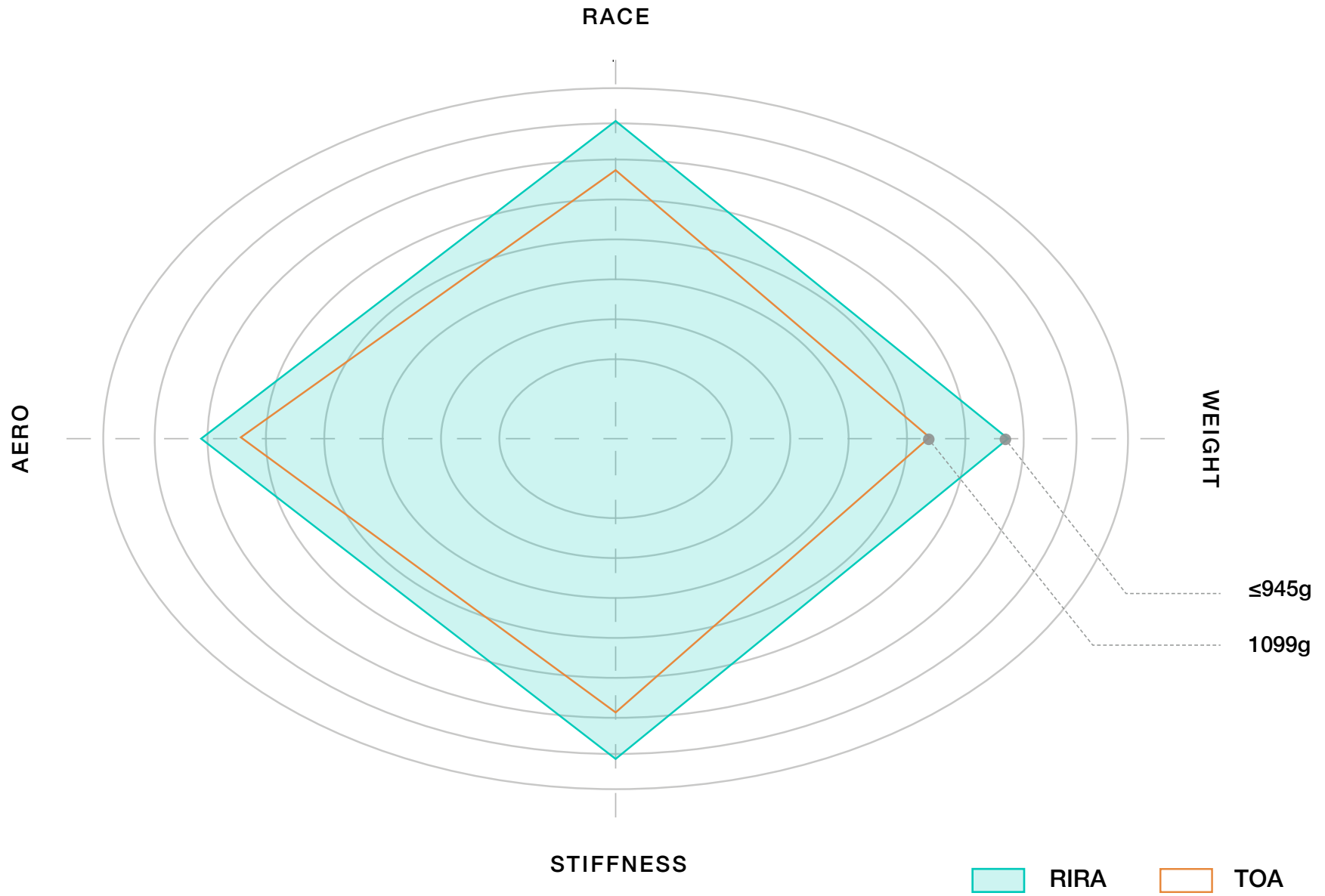
To understand the improvements we've made when making the RIRA, we compared it to its predecessor, TOA.

Stiffness tests were conducted on testing equipment to quantify the improvements with a 22% increase in head tube stiffness and a 12% increase in bottom bracket stiffness. Both results are reflected in the ride quality with the RIRA being an ideal race and performance platform.

All in all, the RIRA is more aerodynamic, stiffer, and more comfortable than the TOA.



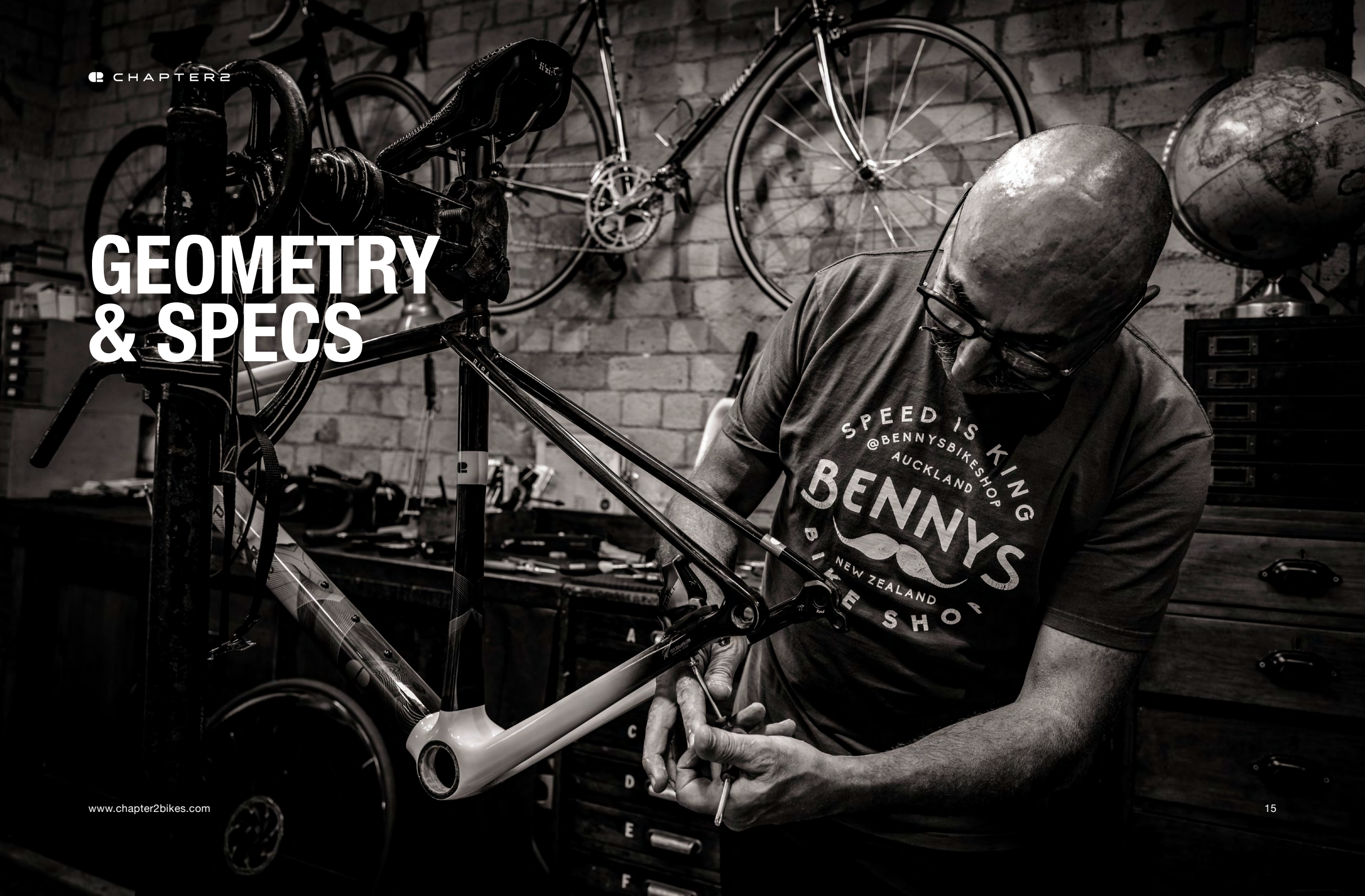


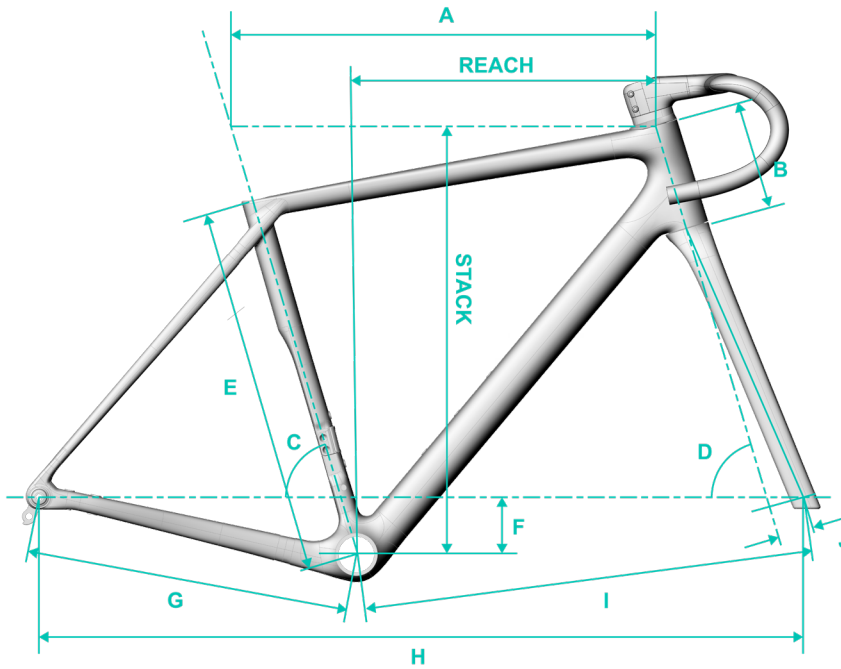


MODEL COMPARISON

Model	TOA	RIRA
Category	All-Road Race	All-Road Race
Focus	Performance	Performance
Sizes	6 (XXS-XL)	5 (XS-XL)
Geometry	All-Road Race	All-Road Race
Stack	Comfort Race	Comfort Race
Reach	Comfort Race	Comfort Race
Tire Clearance (Front)	30mm (ISO) 32mm (Practical)	32mm (ISO) 34mm (Practical)
Tire Clearance (Rear)	30mm (ISO) 32mm (Practical)	30mm (ISO) 32mm (Practical)
Frame Weight (g) +/-3%	1,009g	945g
Fork Weight (g) +1-3%	419g	395g
Seatpost Weight (g) +/-3%	215g	195g (TUMU SP sold separately)
System Weight Difference	1,643g	1,535g (-108g)
Headtube Stiffness	Reference	+22%
Bottom Bracket Stiffness	Reference	+12%
Seatpost Type	D-Shape	27.2mm
Handlebar	Sold Separately	Sold Separately
MANA5 Compatibility	Yes (12 Sizes)	Yes (12 Sizes)
MANA2 Compatibility	Yes (6 Sizes)	Yes (6 Sizes)
Non-Integrated Option	Yes (via headset spacer)	Yes (via headset spacer)
Bottom Bracket Type	T47 BB86.5 (Internal)	T47 BB85.5 (Internal)
Headset	C2 Integrated 1.5"	C2 Integrated 1.5"
Shifting Compatibility	Analog & Electric	Electric Only
Safety Standard	EN ISO 4210:2014	EN ISO 4210:2014
UCI Accreditation	Yes	Yes

GEOMETRY & SPECS

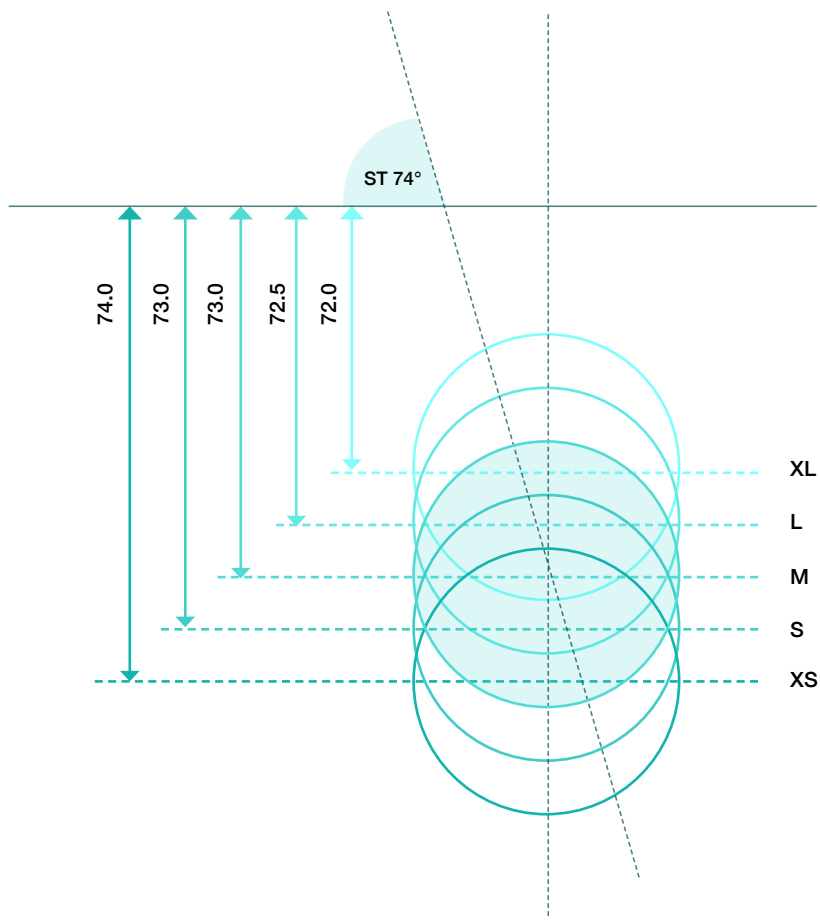




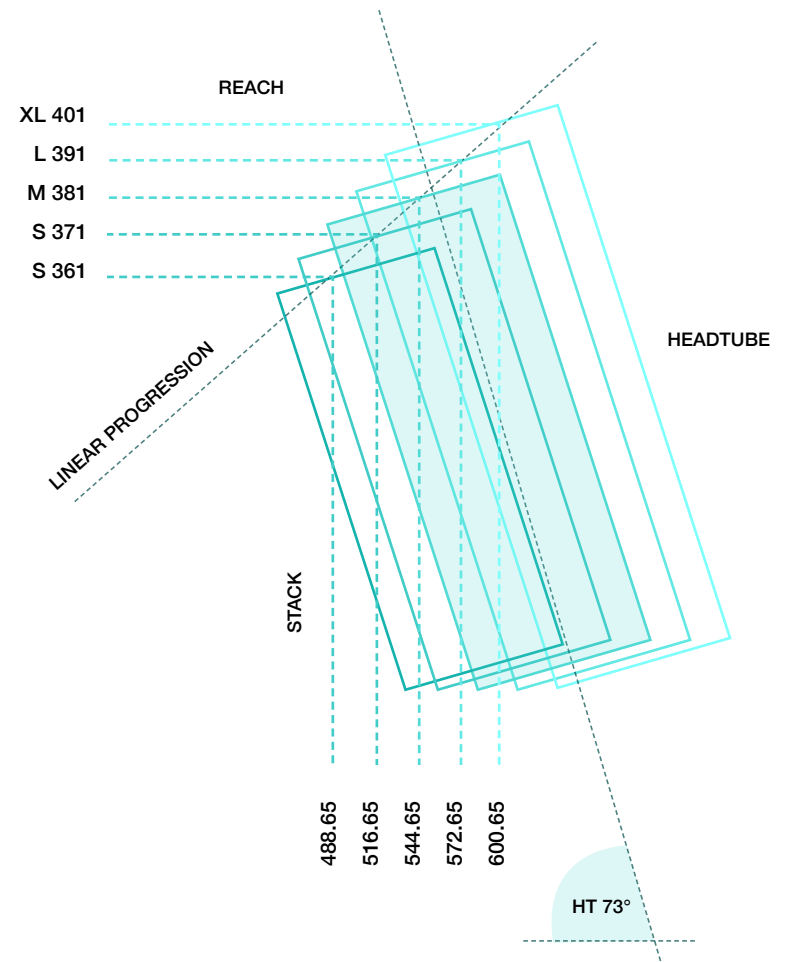
The sleek 950g RIRA Form Factor has all the trademarks of a modern race frameset, such as a T47 85.5 BB for added stiffness and maximum BB/ Crankset compatibility. The slender waistline of the headtube carefully manages the airflow to minimise drag, creating a slippery silhouette that delivers

Each frameset comes with a Sram UDH Hanger as well as a Shimano Direct Mount Hanger allow maximum shifting performance with both Gruppo Manufacturers.

	XS	S	M	L	XL
STACK	489	517	545	573	601
REACH	361	371	381	391	401
A	502	520	538	555	574
B	90	112	135	161	191
C	74°	74°	74°	74°	74°
D	70°	72°	73°	74°	74°
E	430	450	470	500	530
F	74	73.5	73	72.5	72
G	410	410	410	410	410
H	972	974	975	982	1,001
I	574	576	574	584	602
J	53	53	43	43	43
Stand over	721	744	768	799	827
Rider Height	<170	165-175	170-180	175-185	>180
Max. Tire Size (Front)	34	34	34	34	34
Max. Tire Size (Rear)	32	32	32	32	32
Rear Caliper Mount	25	25	25	25	25

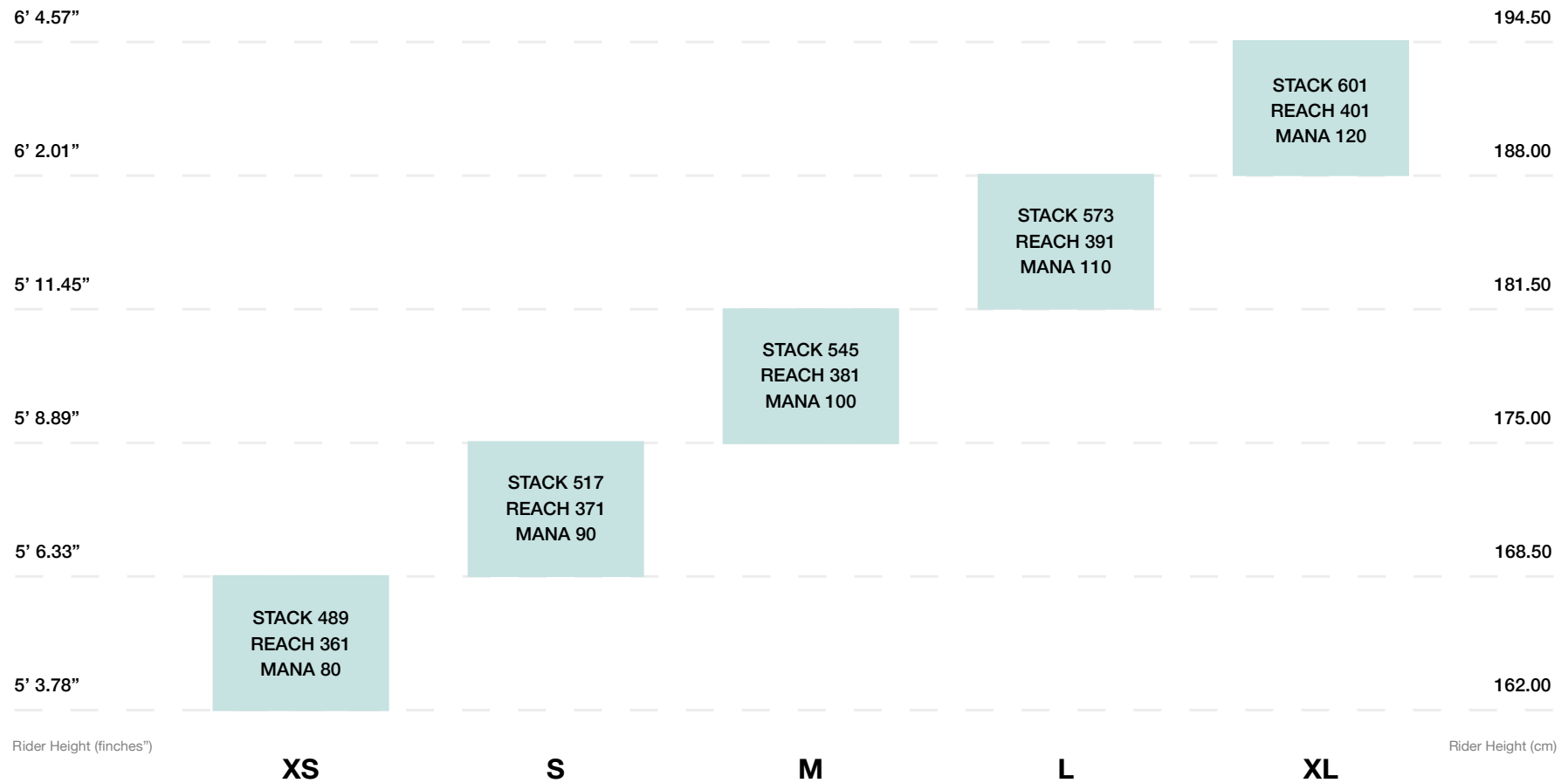


**BOTTOM
BRACKET DROP**



**STACK
& REACH**

RIRA SIZING CHART





Specifications

Carbon	100% Made in Japan by Toray
Frame Sizes (5)	XS, S, M, L & XL
Fork Rakes (2)	XS, S (53mm offset) and M, L, XL (43mm offset)
Frame Weight	945g Size M +/- 3%
Fork Weight	395g Uncut +/- 3%
TUMU Seatpost Weight*	219g +/- 3%
MANA2 & 5 Bar Weight*	330g +/- 3% (MANA2 100x402mm/MANA5 100x427mm) 1.5" C2 Integrated

Compatibility

Gear Shifting:	Electric Only
Electronic Shifting:	SHIMANO® Di2, SRAM® eTAP & Campagnolo® EPS Compatible
Battery Type:	Di2 SM-BTR-2 or BT-DN300 and EPS V3 Battery Compatible
Tire Clearance:	Front 32 (ISO) & 34 Practical. Rear 30 (ISO) & 32 Practical
Brake Type:	Disc Only
Bottom Bracket	Internal T47 (85.5)
Thru-Axle	Flat Mount FR 12x100mm, RR 12x142mm, Sram UDH M12x1mm

Accreditation

Safety Standard	EN ISO 4210:2014
UCI Accreditation	UCI Approved

* Sold Separately

WHAT YOU GET

- Frame
- Fork
- Headset
- Thru-Axles
- Quick-Fit Spacers
- Sram XDR Hanger
- Shimano DM Hanger

ADD ONS

- MANA Bar
- 27.2 TUMU 0mm Setback Seatpost



COLOURWAYS

BLUE + UD DIGITAL





Tested to
EN ISO 4210:2014



WHITE FADE W/ SWIRLS





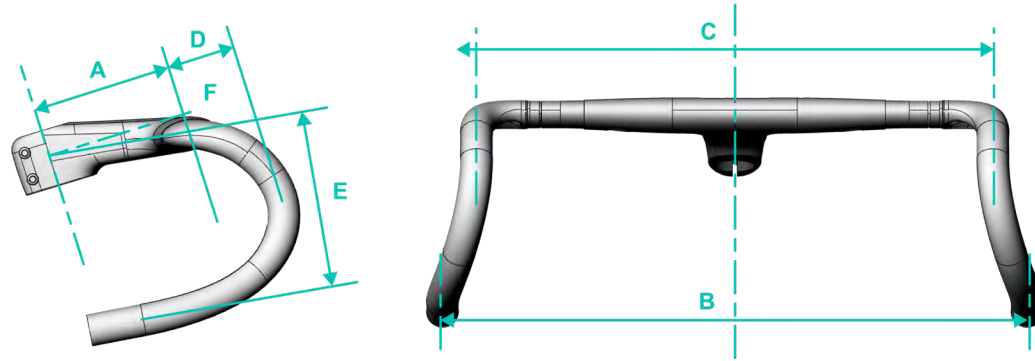
CHAPTER 2

LIMITED EDITION

RIRA

MANA5

COCKPIT SYSTEM



SIZE	80x405	80x416	90x405	90x416	90x427	100x416	100x27	100x438	110x427	110x438	110x449	120x449
A	80	80	90	90	90	100	100	100	110	110	110	120
B	405	416	405	416	427	416	427	438	427	438	449	449
C	355	366	355	366	377	366	377	388	377	388	399	399
D	70	70	70	70	70	70	70	70	70	70	70	70
E	128	128	128	128	128	128	128	128	128	128	128	128
F	7.0°	7.0°	7.0°	7.0°	7.0°	7.0°	7.0°	7.0°	7.0°	7.0°	7.0°	7.0°

MEASUREMENTS IN MMS







CHAPTER 2

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