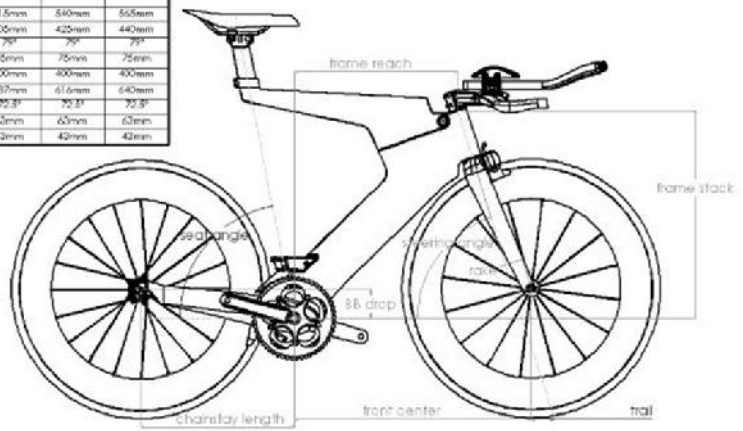
BRILLIANT UNDER PRESSURE

It takes heat, pressure and carbon to make a diamond gemstone. Similarly, it takes heat, pressure, and carbon to create the Dimond bicycle. While the physical similarities between the two may end there, one thing is certain; with a Dimond bike, you can be “Brilliant under pressure”

ABOUT THE DIMOND

The 2014 Dimond builds on superbike designs from the golden age of cycling innovation, and takes a focused approach at optimizing rider, frame, and component aerodynamics. The end result is a bicycle that allows you to go faster than on any other bike – a very simple and bold claim. While technically a beam-style bicycle design, the operation and adjustment of the bike is most similar to conventional bicycles.

Dimond Frame Geometry Table	S	M	L
Frame stack	515mm	540mm	565mm
Frame reach	405mm	425mm	440mm
Seat angle	79°	79°	79°
BB drop	75mm	75mm	75mm
Chainstay length	400mm	400mm	400mm
Front center	587mm	616mm	640mm
Steering angle	72.5°	72.5°	72.5°
Trail	62mm	63mm	62mm
Rake	42mm	42mm	42mm



Rider fit was a key consideration in the design of the bike. Effective seat tube angles between 77°-82° are attainable, while moderate headtube stack and reach dimensions sustain riders in a powerful and aerodynamic position. The frame is composed entirely of aerospace grade unidirectional pre-preg carbon fiber from manufacturers in the USA.

WIND TUNNEL DATA

Data is only as powerful as it is reliable, and we don't throw around the superlative phrase "**world's fastest bike**" lightly. The Dimond tested faster at every yaw angle than either of its two closest competitors.

Average Wind Yaw	Cervélo P5-3	Specialized Shiv
0 º	1min46sec	4min46sec
5 º	2min30sec	4min56sec
10 º	1min21sec	4min13sec
15 º	4min31sec	3min50sec

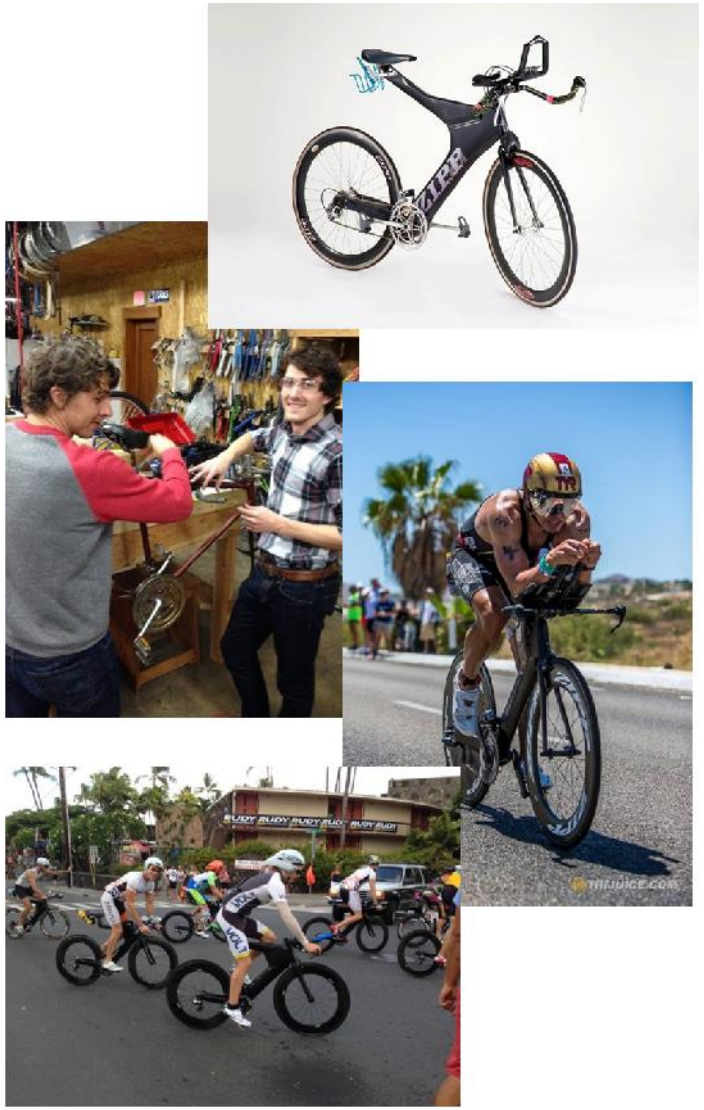
Wind tunnel data was used to derive predicted time savings over an Ironman-distance bike course compared with other bikes. The average speed of the baseline bike (Dimond) was set at 25mph.

STORY

The vision of Dimond bikes was shared between TJ Tollakson and Dave Morse in 2008. Working late one night, the idea of making a triathlon superbike was tossed on the table. Though the thought was only briefly entertained, it was filed deep in the subconscious of each inventor.

By 2012 TJ was convinced of the merit of beam bikes as an optimal design. He embarked down the path of creating the Dimond bike brand and immediately turned to his old friend Dave Morse for consult.

By November 2013, the Dimond superbike was released to the public with wind tunnel data confirming its place at the top of the list of “fastest bikes”. The Dimond Bike has been long awaited, but the final result is nothing less than the fastest triathlon bike in the world.

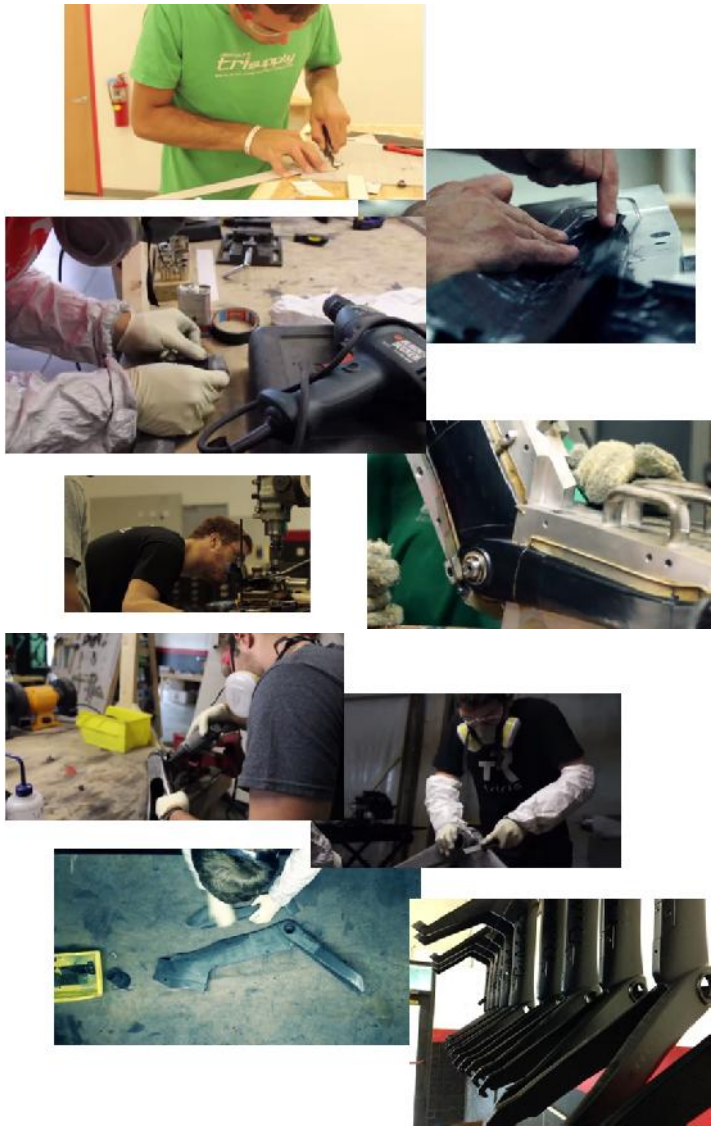


PROCESS

Every Dimond starts as plies of unidirectional polyacrylonitrile-based carbon fiber, pre-impregnated with catalyzed polyepoxide resin. We just call it “pre-preg”.

We stack plies of pre-preg in orientations and shapes that correspond to the load paths for each part of our frames. The thickness of each ply stack varies depending on where it goes on the frame. Some areas are just a few plies of pre-preg, less than one millimeter thin, while other areas are almost ten times that.

Our Dimond frame parts are then passed through several stages of processing and inspection before getting painted and assembled into one hell of a ride.



MADE IN USA

Every Dimond frame is designed and manufactured in Des Moines, Iowa. So what?

Innovation. Speed. Quality. Teamwork.

Our vertical integration allows us to more easily develop new manufacturing technologies. We can implement new design or manufacturing ideas in a heartbeat, allowing for an extremely low threshold for product concept validation or factory process improvements.

All of the advantages we gain from in-house design and manufacturing benefits you, the consumer, by offering an unrivaled product experience. Revolutionary products, flawless production quality, peerless customer support. Made in USA.

Products

Dimond Bike Frameset

Headset	*Cane Creek 110 IS41*
Fork	*3T Funda Pro, 700c*
Seatpost	*Dimond Aero Seatpost, 150mm*

Dimond Bike Race Build

Aerobar	*Profile Design Aeria T4*
Stem	*Profile Design Aris 100mm*
Handlebar Tape	*Deda synthetic cork, black*
Front Derailleur	*Ultegra FD-6800 braze-on*
Rear Derailleur	*Ultegra RD-6870 Di2 SS*
Brake Levers	*Ultegra ST-6871 Di2 STI levers*
Shifters	*Shimano SW-R671 Di2 bar end shifters (2 button)*
Crank	*Small: Ultegra FC-6800 39x53t, 165mm; Medium: Ultegra FC-6800 39x53t, 170mm; Large: Ultegra FC-6800 39x53t, 175mm*
Cassette	*Ultegra 6800 11x25t*
Chain	*Ultegra CN-6800*
Bottom Bracket	*Wheels Manufacturing PF30 Shimano*
Wheelset	*Profile Design 78/Twenty-Four carbon clincher race wheels*
Tires	*Continental Grand Prix 4000S 23mm*
Tubes	*Continental Butyl 700cx48mm*
Saddle	*Fizik Tritone*
Battery	*Shimano Di2 BTR2 internal battery*
Battery Charger	*Shimano Di2 BTR2 internal battery charger w/cable*
Junction Boxes	*1x A junction (5 port), 2x B junctions (4 port internal)*
Wiring	*3x 250mm wires, 1x 550mm wire, 1x 750mm wire*

Dimond Bike Premium Race Build

Aerobar	*Zipp Vuka Stealth w/carbon race extensions (race bend)*
Stem	*N/A*
Handlebar Tape	*Deda synthetic cork black*
Front Derailleur	*Dura-Ace FD-9070 Di2*
Rear Derailleur	*Dura-Ace RD-9070 Di2*
Brake Levers	*Dura-Ace ST-9071 Di2 TT STI levers*
Shifters	*Shimano SW-R671 bar end shifters (2 button)*
Crank	*Small: Dura-Ace 9000 53x39t, 165mm; Medium: Dura-Ace 9000 53x39t, 170mm; Large: Dura-Ace 9000 53x39t, 175mm*
Cassette	*Dura-Ace CS-9000 11x25t*
Chain	*Dura-Ace CN-9000*
Bottom Bracket	*Wheels Manufacturing PF30 Shimano*
Wheelset	*Zipp 808 Firecrest Carbon Clinchers*
Tires	*Continental Grand Prix 4000S 23mm*
Tubes	*Zipp Butyl Race*
Saddle	*Fizik Tritone*
Battery	*Shimano Di2 BTR2 internal battery*
Battery Charger	*Shimano Di2 BTR2 internal battery charger w/cable*
Junction Boxes	*1x A junction (5 port), 2x B junctions (4 port internal)*
Wiring	*3x 250mm wires, 1x 550mm wire, 1x 750mm wire*


"It’s really easy to get up for work in the morning when you believe so wholeheartedly in the product that you’re making."
-Dave Morse, Director of Engineering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www.dimondbikes.com