

INCOLOR

SSR



ABOVE AND BEYOND



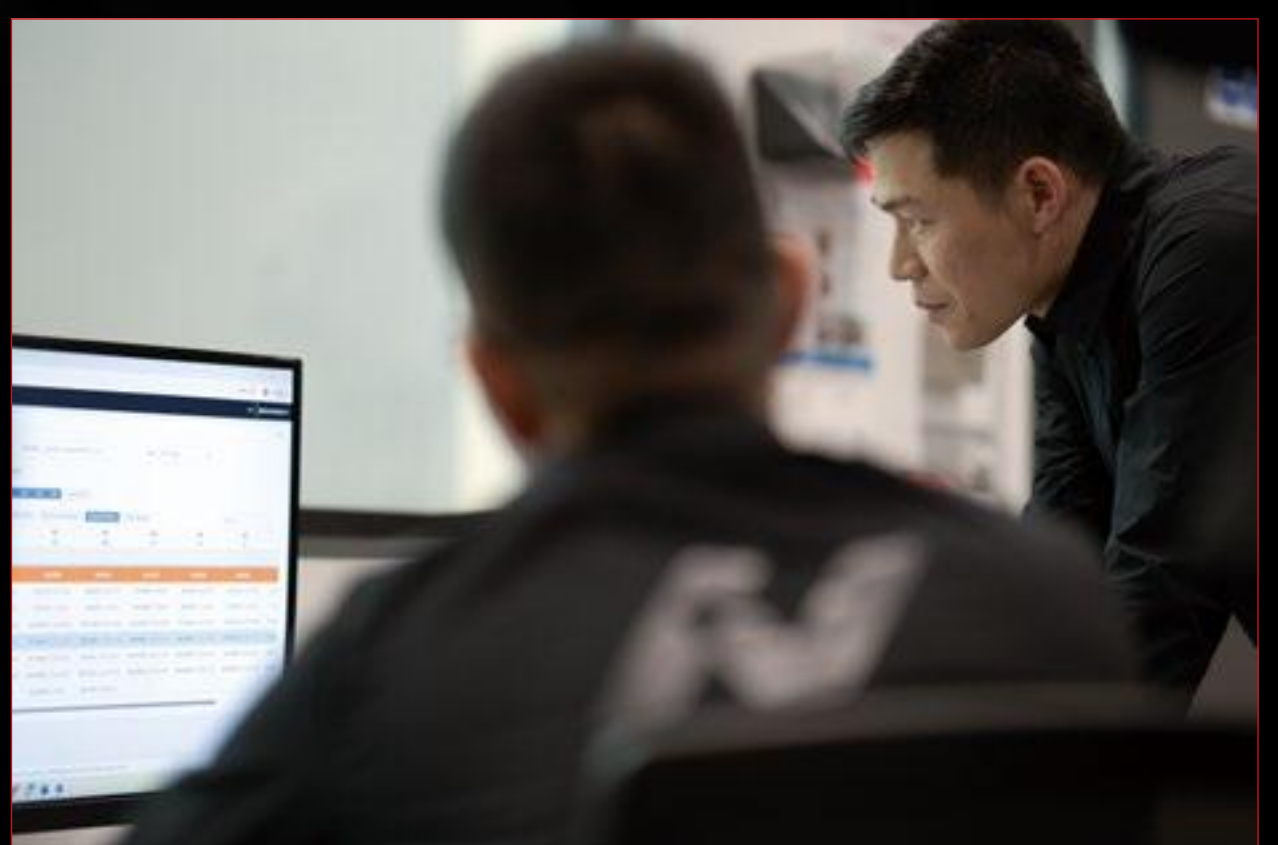
Boldly after high standards is the spirit belongs to every member of the INCOLOR team
We use original designs to create faster bikes
and better serves the rider's need.

SLIM FAST LIGHTWEIGHT
STRONG ELEGANT PRECISE

SSR

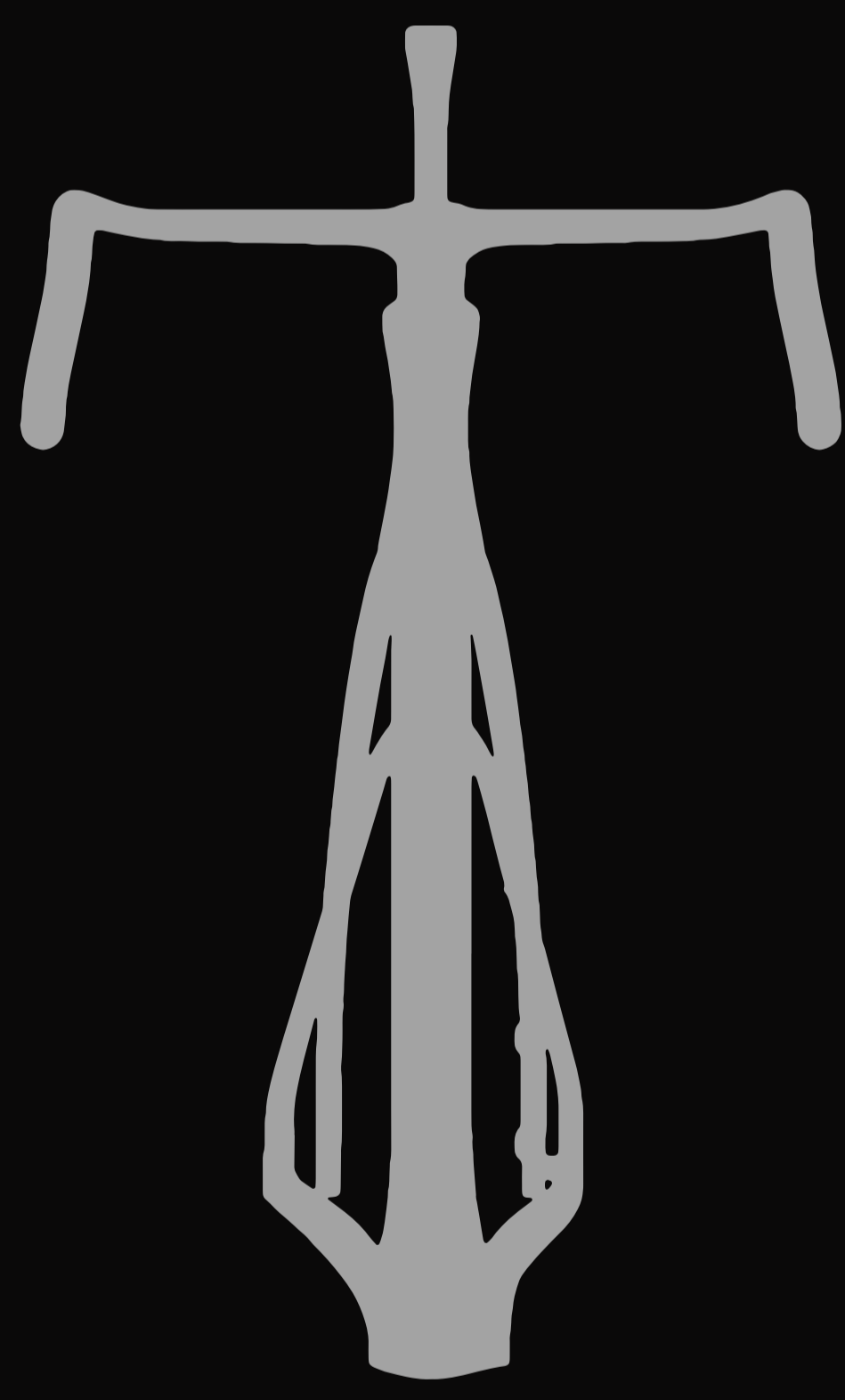
SPEEDSTER
RADICAL

RADICAL symbolized our ideal of exploring minimum frontal area and surface area
To achieve this, we used a dual steer tube design to reduce the head tube area
and the integrated seat post to reduce weight
Compared to SR+, the aerodynamics of SSR have been highly improved
which was verified by SSEH



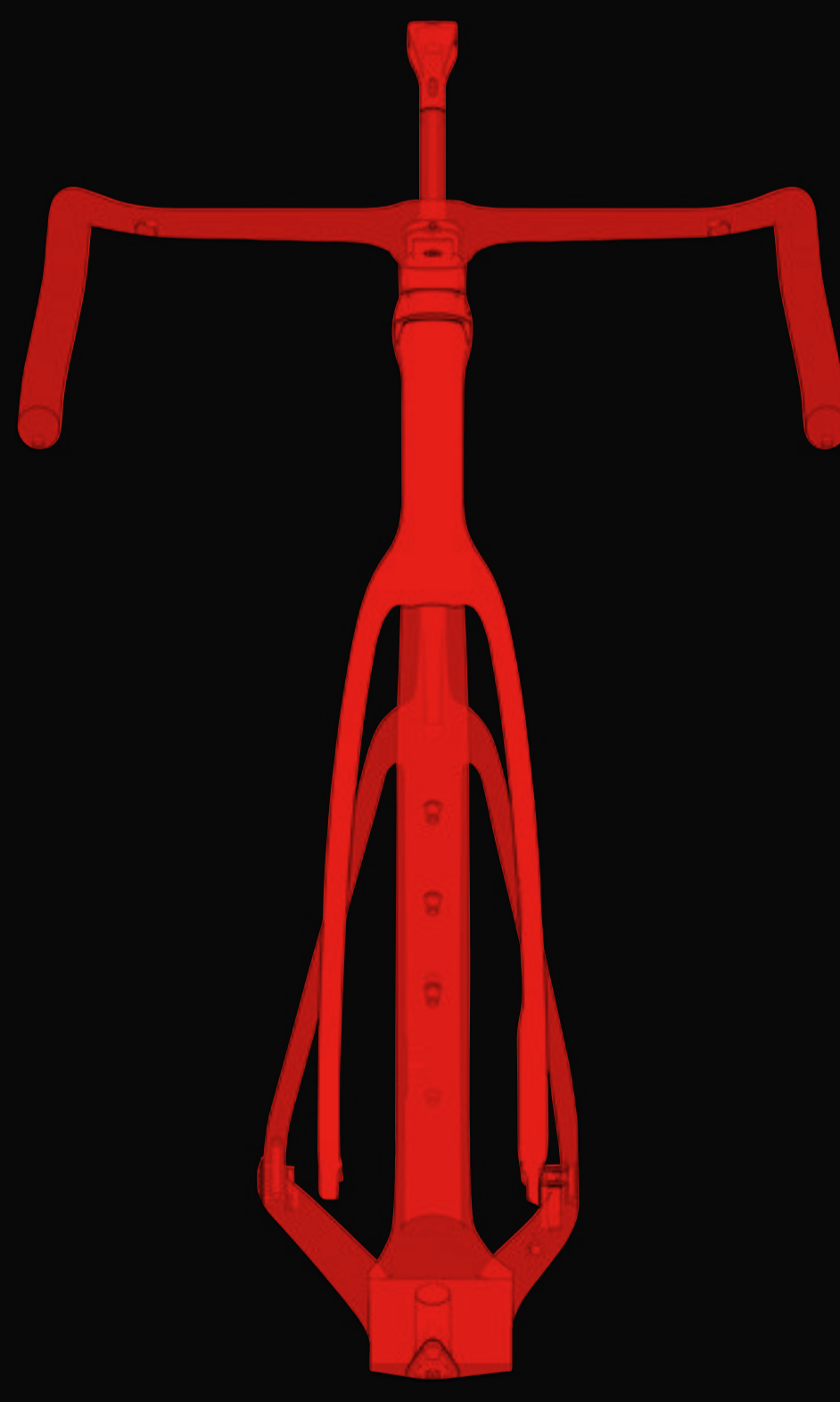
SLIM

The Head Tube Width Is 34mm
Frontal Area Only 586.59cm² (size 54)
With A 6.4% Reduction Compared To SR+



SR+

626.64 cm²



SSR

586.59 cm²

>

Frontal Area Comparison

SSR
586.59cm²

SR+
626.64cm²

S5
646.93cm²

SL8
637.30cm²

In general, it is difficult to make the head tube narrower than 40mm
but we reduce it to 34mm by using dual steer tube structure

The steer tube of SSR is designed to share forces between the internal and external steer tubes

The internal steer tube still retains in 28.6mm

while compatible with ordinary integrated cockpit and provides better stiffness

FAST

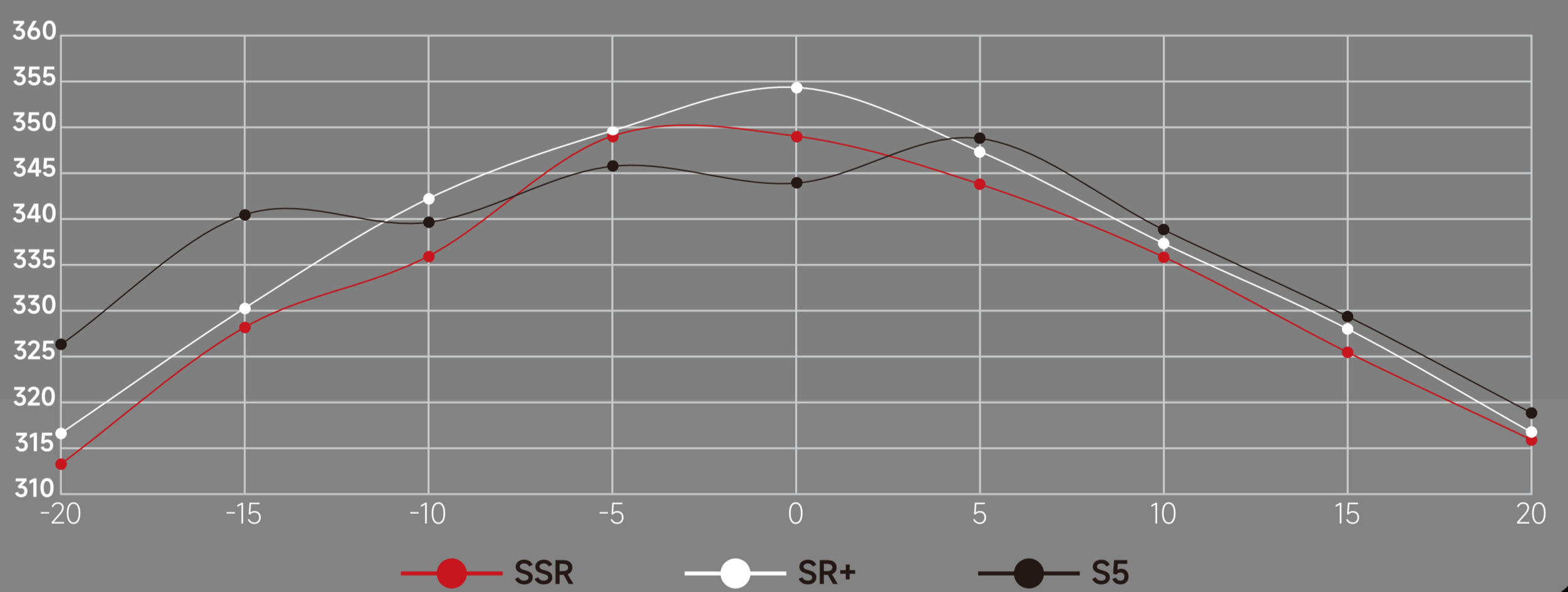
Wind Tunnel Test in SSEH(45kph)

During 0-5° yaw angle, the Aero Drag of SSR was 5.35W lower than SR+ at maximum

During 0-20° yaw angle, Average power saving of 3.99W compared to S5



45KPH Aero Drag (W) with SAM Mannequin



For a more objective comparison of aero drag across different bicycle models in real riding conditions we made a model—SAM(Standardized Aero Test Mannequin)

We used standardized installation interfaces and angle calibration methods to ensure test consistency

SSR, SR+, and S5 models have been tested from 9 angles at 40kph and 45kph

Detailed comparison data can be found in the SSR Technical White Paper which will release later

*Data source: Measured values from the Silverstone Sports Engineering Hub in the UK.

LIGHTWEIGHT

Integrated Seat Post

Surface Area As Low As 3325cm²

Leads To 95g Lighter Than SR+



	Frame	Fork	Seat post	Cockpit	Accessories <small>thru-axles and headset included</small>	Total
SR+	720g	420g	150g	320g	165g	1775g
SSR	750g	440g	50g	320g	120g	1680g

Reducing the surface area rather than tube thickness to reduce weight

Allowing the frame to have enough impact resistance while still being very light

This means that SSR are not as fragile as normal ultralight frames

Both the frame and the fork use EPS+latex technique to ensure smooth molding
improving the quality and making the livery lighter

STRONG

Dual Steer Tube Structure Enhances Frontend Stiffness

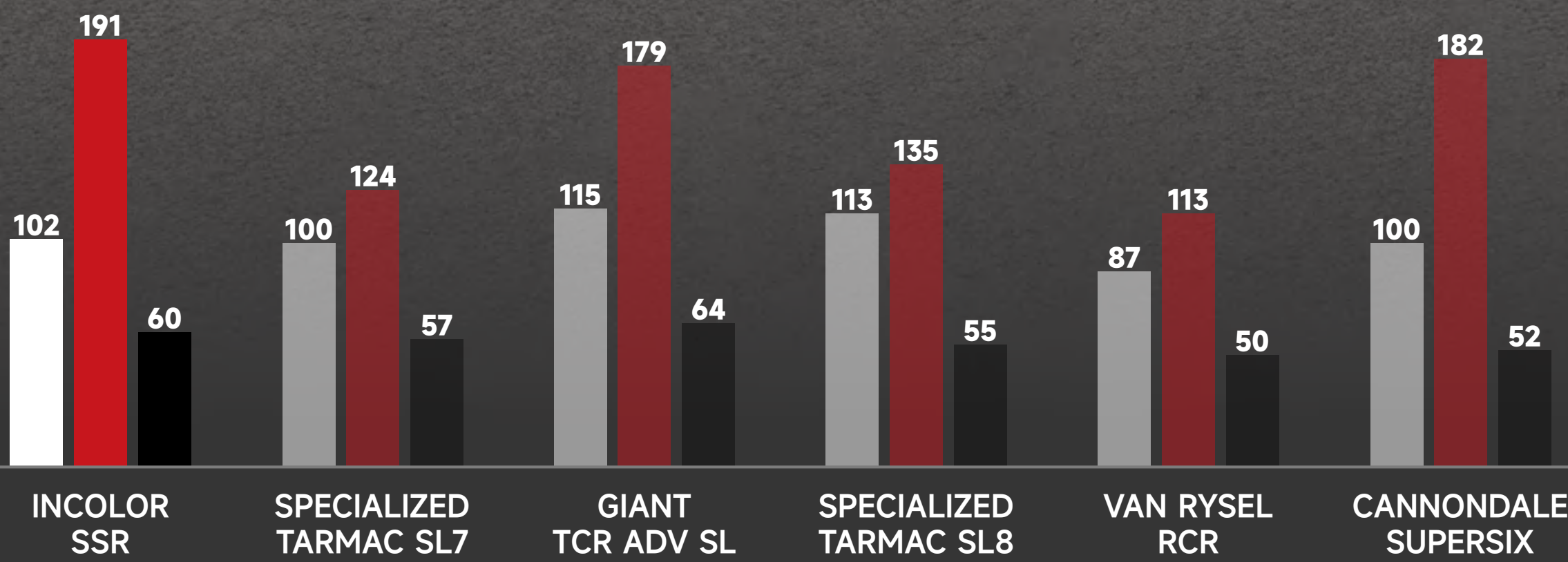
Deep Section Bottom Bracket Identical To SR+

Ensures Optimal Pedaling Stiffness



Stiffness Comparison

Head Tube Stiffness Pedaling Stiffness Fork Lateral Stiffness



Although the surface area of the frame has been significantly reduced almost every part of SSR is narrower than SR+

To ensure the stiffness of SSR

we used triple times more 80T pitch-based carbon fiber compare to SR+ and completely renewed the laminate scheme



*Data source: Measured values from the INCOLOR laboratory

ELEGANT

ISP Structure Liberates Seat Tube Design

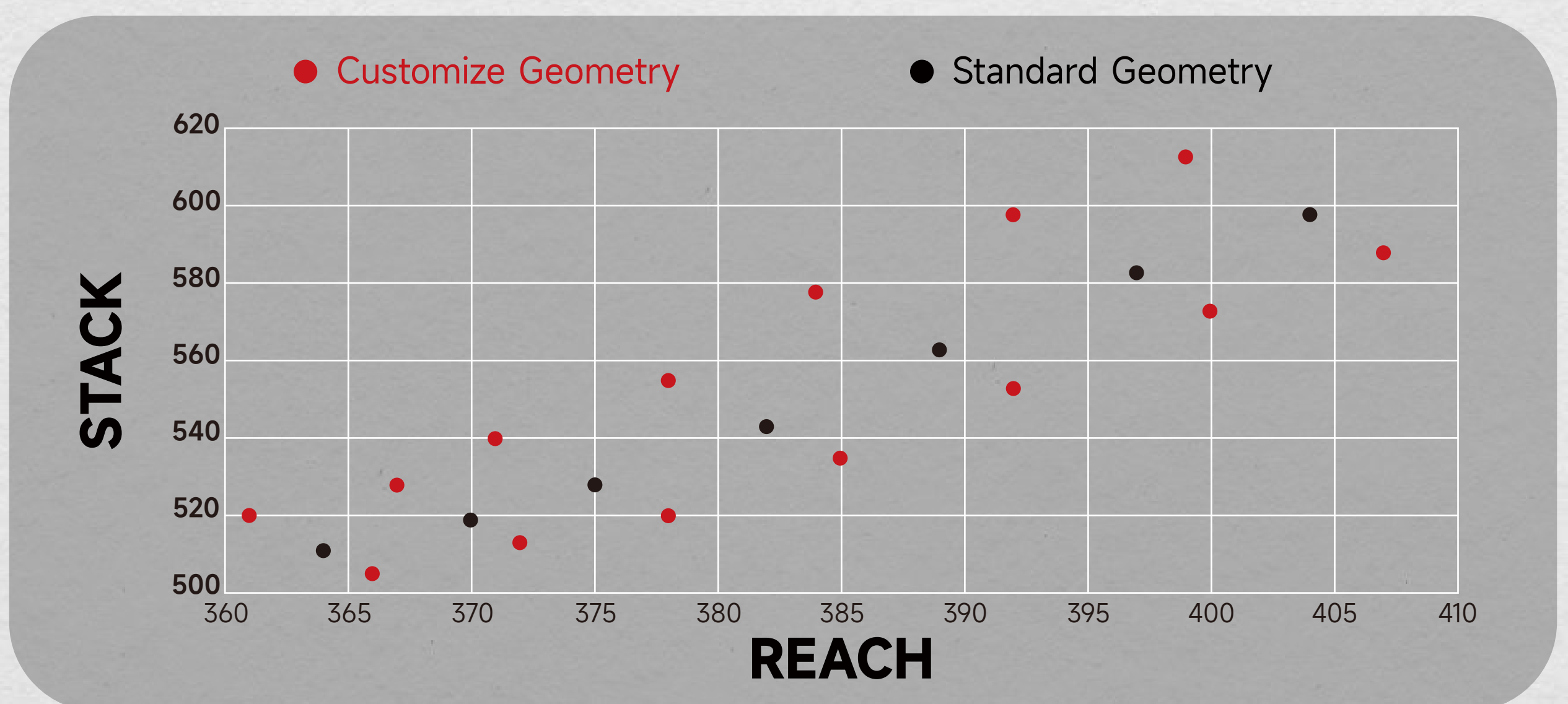
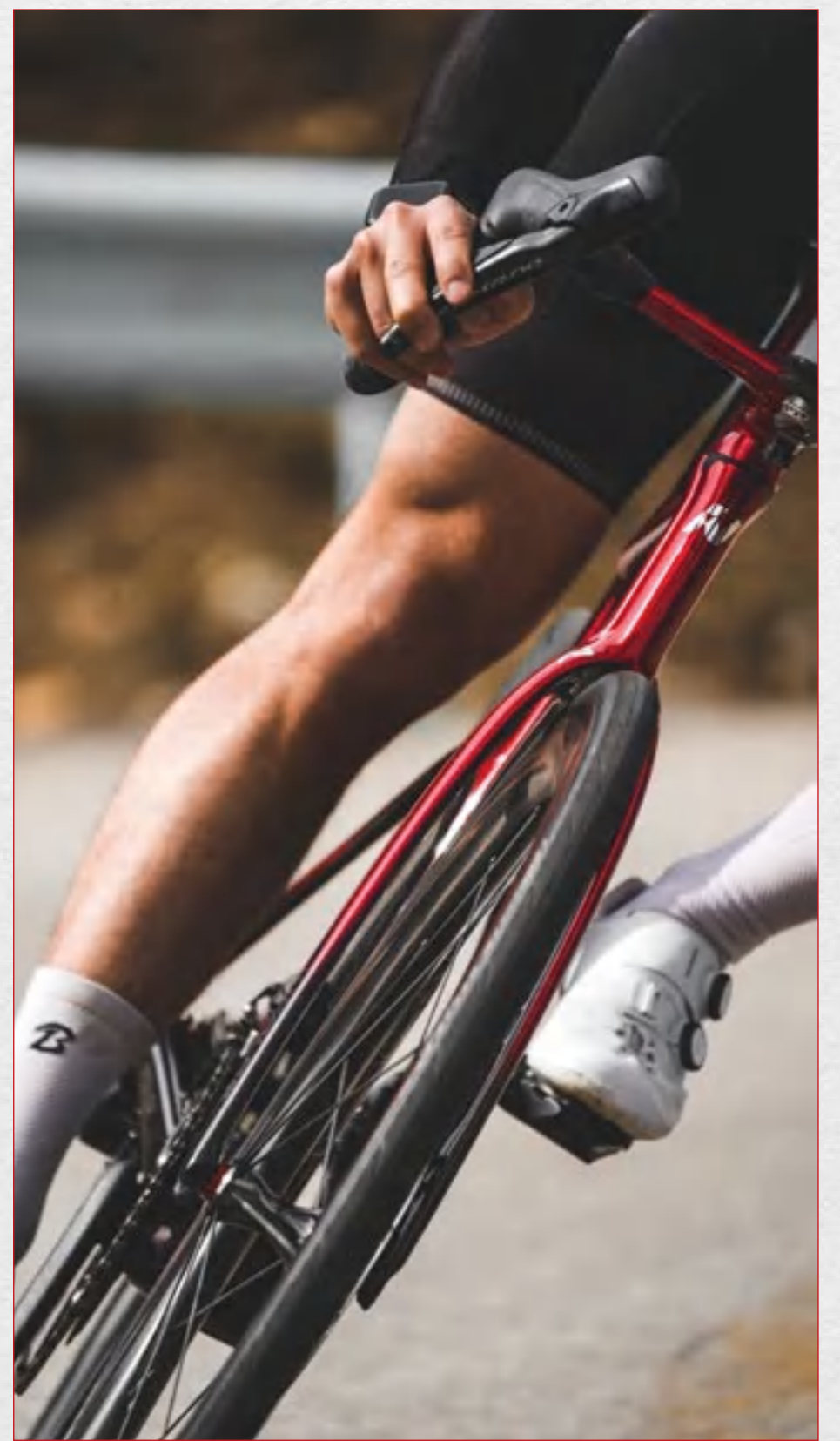
Enhanced Structural Integrity

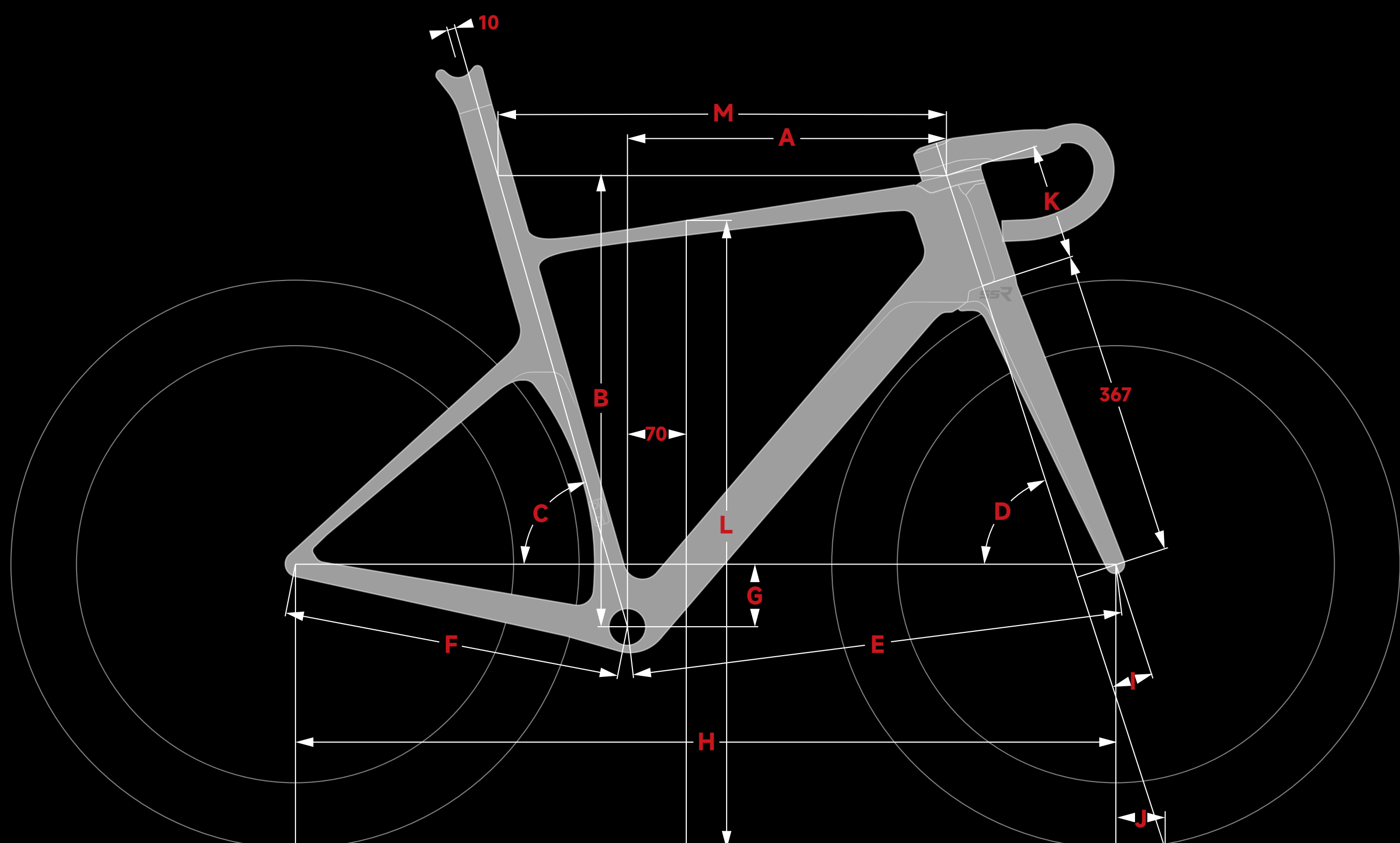
More Streamlined Aesthetics



PRECISE

Geometry Customizable Without Compromising Performance
Tailored To Your Needs

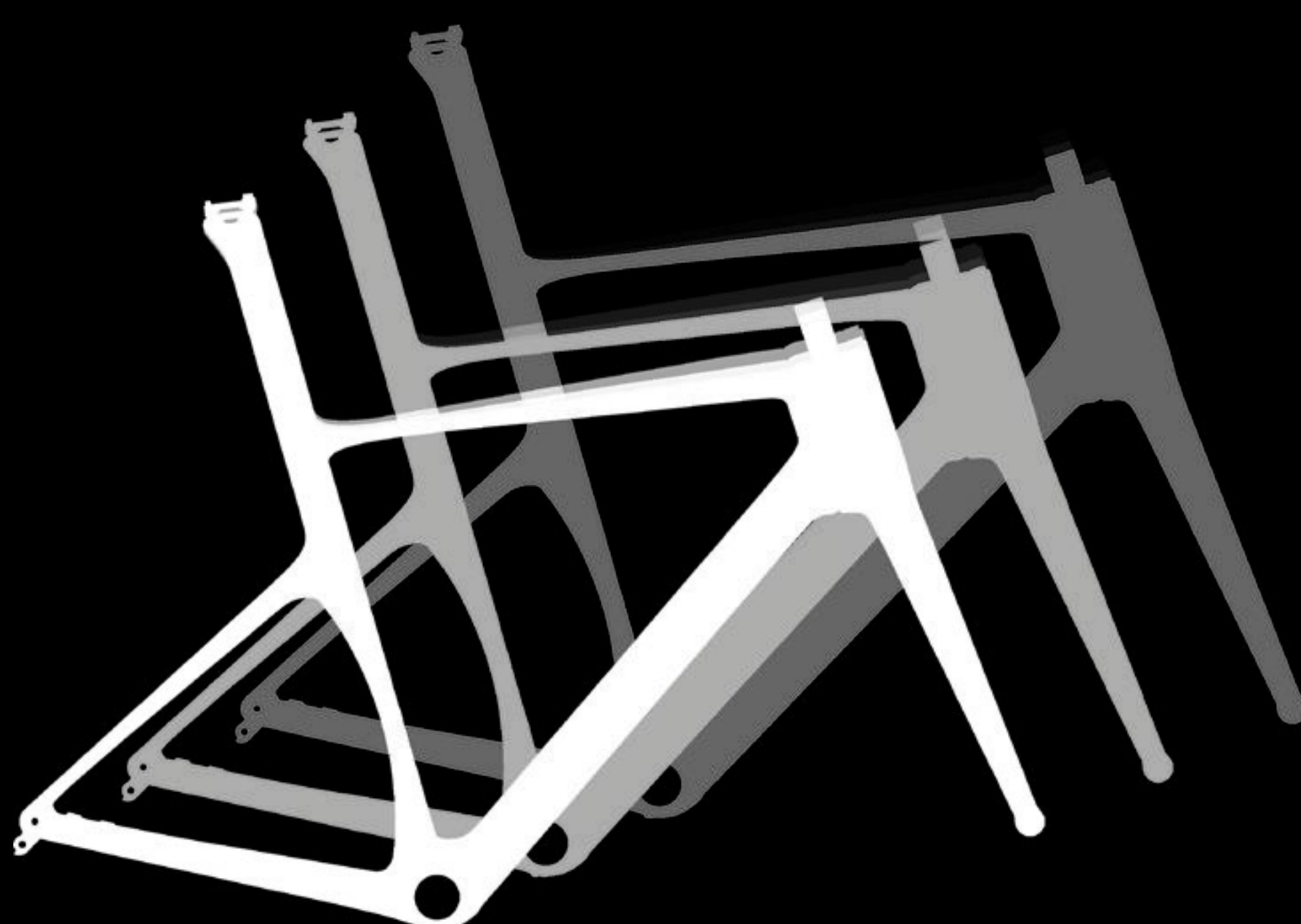




SSR(standard) Geometry	45	48	51	54	56	58	60
Recommended Height	155-162	162-168	167-173	172-178	177-183	182-188	185-195
A Reach	364	370	375	382	389	397	404
B Stack	511	519	528	543	563	583	598
C Seat Tube Angle	75	74.5	74.5	74°	73.75°	73.5°	73°
D Head Tube Angle	70.8°	71°	71.2°	72°	72°	72.25°	72.5°
E Front Center	578.3	585.2	592.1	591.4	605.3	615	626
F Rear Center	405	405	405	405	405	405	405
G Bottom Bracket Drop	78	78	75	75	72	72	72
H Wheelbase	970.4	977.4	985.3	984.6	999.6	1010	1020.6
I Front Fork Offset	55	55	55	50	50	50	50
J Trail	60.2	58.9	57.7	58	58	56.4	55
K Head Tube Length	110	117	129	140	164	184.5	199
L Stand over	715	724	738	754	777	799	829
M Top Tube Length	501	514	522	538	553.2	571	589
Minimum Saddle Height	60cm	61cm	62.5cm	64cm	70cm	72cm	74cm

SSR(Customizable)Geometry

A REACH	45	48	51	54	56	58	60	B STACK	45	48	51	54	56	58	60
Aggressive Geometry (-)	367	373	378	385	392	400	407	Aggressive Geometry (-)	501	509	518	533	553	573	588
Standard Geometry	364	370	375	382	389	397	404	Standard Geometry	511	519	528	543	563	583	598
Reserved Geometry (+)	359	365	370	377	384	392	399	Reserved Geometry (+)	526	534	543	558	578	598	613
Reserved Geometry (++)	354	360	365	372	379	387	395	Reserved Geometry (++)	541	549	558	573	593	613	628



The geometry of SSR includes seven sizes from 45 to 60 covering riders with heights from 155-195cm

The coverage range is wider than SR+, and supports limited geometric customization

Each size offers three different combinations of aggressive standard and reserved REACH and STACK values

The Integrated Seat Post can be customized with height and fore/aft offset

INCOLOR



34mm head tube width, frontal area is **6.4%** lower than SR+

4W less than Cervelo S5, **127g** lighter than SR+

Dual steer tube design ensures front end stiffness

Smooth and integrated appearance

First geometry customizable frame without performance loss

SSR frame/fork

Aero cockpit, Integrated seat post

Titanium 3D printing accessory package

Material: 80T (Pitch-based) +T1100

Weight 750g (54 size without livery and accessories)

Customizable geometry

*Geo customizing version will release soon

INCOLOR Product Enjoy Lifetime Warranty:

1.The warranty range includes all damages caused by materials and production problems, but does not include damages caused by human factors and force majeure. Based on product warranty terms, only replacement, no repair. In case of old model discontinuation, we can replace with the same level of new model.

2.In case of mild degree damage, official repairment service is provided, enjoy owner discount.

3.In case of serious degree damage, 30% discount for new replacement is provided.

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Specifications and illustrations are timeliness documents; updates may occur without notification.

Test data in this manual are obtained under controlled lab conditions.

Real-world performance may differ due to riding style, terrain, and environment. Your actual experience prevails.

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