ONE BIKE TO RULE ALL TRAILS

Introducing Stumpjumper 15

“THE STUMPJUMPER 15 WITH GENIE GIVES ME THE BENEFITS OF A BIG TRAVEL BIKE AND THE BENEFITS OF A SHORT TRAVEL BIKE IN ONE.”

-ALLAN COOKE

One Bike To Rule All Trails

Unmatched Combination of Capability, Control, and Personalization Delivers No-Compromise Performance for Any Rider on Any Trail

BREAKTHROUGH CAPABILITY

GENIE handles bumps 16.3% better than 'Bike of the Year' Stumpjumper EVO*

ULTIMATE CONTROL

57% better traction than Stumpjumper EVO*

UNMATCHED PERSONALIZATION

Six-way geometry adjust, mixed wheel or 29", tunable spring curve, and more

**See Stumpjumper 15 / GENIE White Paper for details on test protocols and findings.*

The More Things Change, the More They Stay the Same

In 1981 the first production mountain bike – it was called Stumpjumper – hit the scene, bringing the fun of off-road riding to people around the world.

Fast forward 43 years, and we're debuting the 15th full-suspension version of the Stumpjumper. Sure, there's been a lot of change and innovation over those four decades, but the goal of bringing more control, capability, and fun to trail riders remains unchanged. Our passion for riding fuels our commitment to elevating the trail experience - for ourselves, but also for all trail riders who share our obsession.

To make the Stumpjumper 15 the ultimate trail bike, the Specialized Ride Dynamics team focused on making the best trail moments better and eradicating the bummers. This approach led to some seriously technical breakthroughs that raise the bar when it comes to capability, control, and enabling the rider to easily personalize their Stumpjumper 15 to perfectly suit their style and the terrain they're riding. The biggest single innovation on the Stumpjumper 15 is GENIE. This game-changing air spring technology grants every trail rider's three wishes: feel and control of a coil spring, better bottom-out prevention than a standard air spring, and a tunable "platform" for a playful feel.

Many Hands, One Bike

Specialized Ride Dynamics

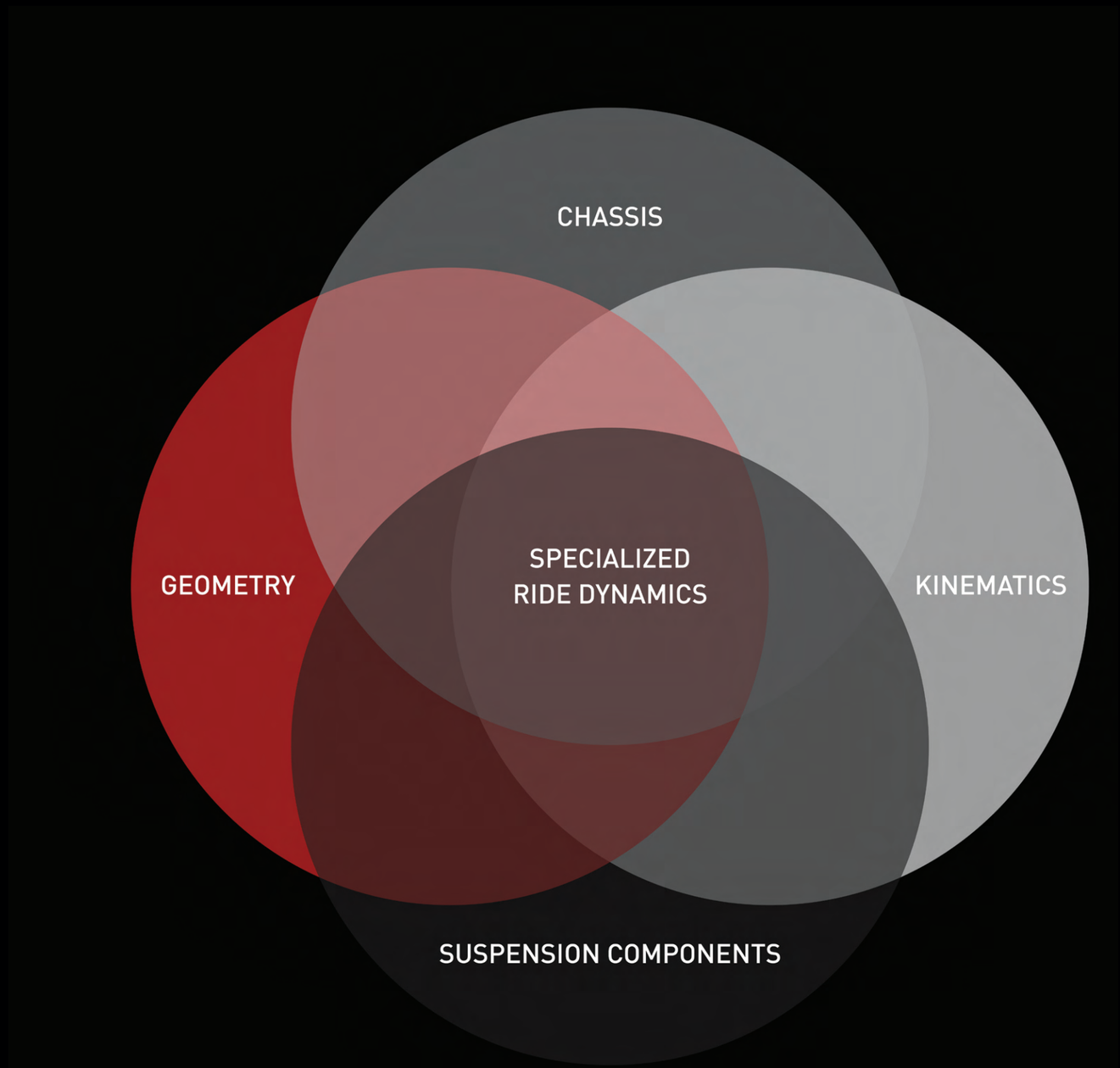
Over 50 teammates - riders all - worked for more than three years to develop the Stumpjumper 15.

Specialized Ride Dynamics

Thank God Some Kids Stayed in Science Club

While you were cutting school to ride your bike, some kids stayed in science class. A few of those kids rode their bikes, too. They grew up to be members of the Specialized Science Club, creating evidence-based performance for riders. The Ride Dynamics team is the division of the Specialized Science Club that holistically develops every aspect of our full-suspension bikes. The chassis, geometry, kinematics, and suspension components (shocks and forks) all interact together to co-create the bike's ride. That's why the Specialized Ride Dynamics team meticulously engineers and fine-tunes these key aspects as a unified whole. The result is more peak moments on the trail when everything clicks, and the bike seems to disappear.

Thank God, indeed.



SPECIALIZED SCIENCE CLUB

Breakthrough Capability

16.3% better bump force management than ‘Bike of the Year’ Stumpjumper EVO*

To rule all trails, we upped the bike’s ability to tackle big terrain and a variety of trail conditions. Suspension, geometry, chassis, sizing, and spec work together to calmly dispatch chunky trails, big hits, steep descents, technical climbs, rocks, roots, drops, and tight corners. The net effect is confidence and performance that opens the aperture of what’s possible, expanding and enhancing the rider’s experience on a wide range of trails and riding conditions.

Top Right: Sending it on the Stumpjumper 15
Austin Hackett-Klaube / Ride Dynamics

Witnessing from Left to Right:
Tom Briggs / Color and Graphics, Georgia Leslie / UK Brand Manager, Matt Hunter / Legend, Jeff Bowers / Design Engineer

Suspension of Disbelief

Changing the Game of Trail Bike Suspension Forever

The Specialized Ride Dynamics team holistically developed suspension that measurably increases the bike's ability to calmly handle big terrain while retaining the platform and poppy feel of a shorter travel bike when you want it.

In fact, the bike is incredibly supple on small to mid-size bumps, devours square-edged hits, feels bottomless on big drops, provides a solid platform when you want it, and is plenty responsive to pedal inputs. Sounds too good to be true, but really, it does. In fact, testing shows that the Stumpjumper 15 with GENIE delivers a 57% reduction in traction loss time and 39% fewer severe bottom out events compared to a standard air spring.

The Stumpjumper 15 with GENIE shatters conventional thinking that more travel equals more capability. For example, even though the Stumpjumper 15 has 25mm less travel than the lauded Enduro, it equals the Enduro regarding the amount and quality of travel used for the magnitude of impacts in the "Bump Zone." The "Bump Zone" is defined as the range of bump forces that make up the majority of events experienced during a trail ride. For a 155-pound rider, the bump zone is between 700 and 1,200 Newtons.

How? The short answer is the Specialized Ride Dynamics team's holistic approach of developing the bike's unique GENIE Shock Tech, leverage rate, kinematics, and damping curve to work in concert. The long answer requires that we deconstruct each aspect of the suspension performance. Let's get on with that now.

The Magic Carpet Ride

Grants Every Trail Rider's Three Wishes

1. Feel and control of a coil spring.
   - 16.3% superior bump force management and 57% less traction loss time than a standard air spring.*
2. Better bottom-out prevention than a standard air spring.
   - 39% fewer severe bottom-out events compared to a standard air spring.*
3. Tunable "platform" for a playful feel.

	SMALL BUMP PERFORMANCE	BIG BUMP PERFORMANCE	EASY TUNABILITY	LIGHT WEIGHT
GENIE	✓	✓	✓	✓
AIR	✗	✓	✓	✓
COIL	✓	✗	✗	✗

GENIE **See Stumpjumper 15 / GENIE White Paper for details on test protocols and findings.*

Smooth As Butter

57% Better Traction Than a Standard Air Spring*

You experience the benefit of the supple, "soft spring" performance in lots of trail scenarios, like the washboard off-camber turn. In fact, controlled field testing shows that GENIE delivers 57% less traction loss time than a standard air-sprung shock*. The reason for this is that GENIE technology gives you supple, coil-like performance on smaller high-frequency bumps—the wheel stays in contact with the ground a greater percent of the time than a typical air spring would. This contact enables traction so the rider can control their speed and direction.

Georgia Leslie / UK Brand Manager

Bye, Bye, Bottom Outs

39% fewer severe bottom out events compared to a standard air spring

During big hit events, you benefit from the rising rate in the last 30% of the GENIE stroke. Because of this two-stage, pronounced rising rate, GENIE reduces the frequency and severity of bottom-outs.

Crush Like a Big Bike, Jib Like a Jumper

Revolutionary Two-Stage Spring Rate Devours Bumps and Provides a Playful

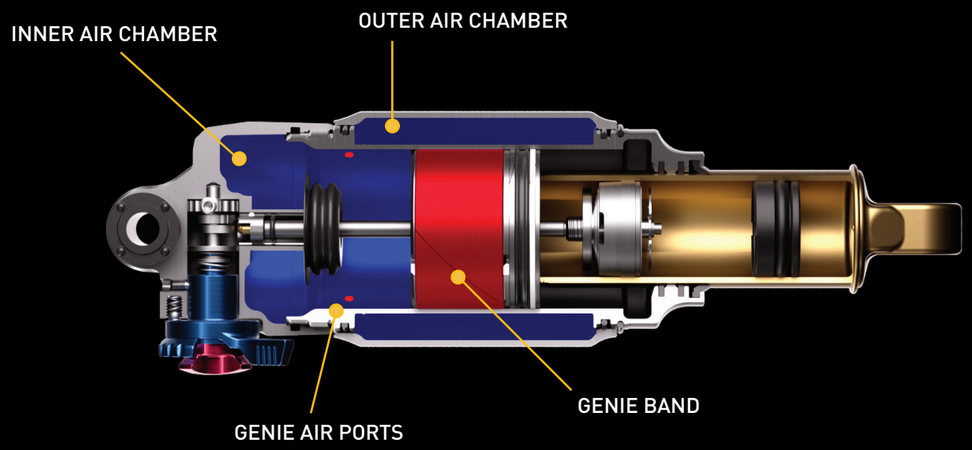
Riding GENIE for the first time is mind-blowing because it's unlike anything you've experienced. For example, experienced riders expect the bike to "wallow" in slalom-y sections based on how plush it rides through most of the travel. Surprisingly, GENIE provides a platform you can trust, thanks again to the late-stage rising rate, making for a fun, playful bike that can still plow like a bike with much more travel. You'll recalibrate immediately and appreciate the "best of both worlds" rideability GENIE brings to your rides. As if that wasn't cool enough, by installing or removing spacers in the air chambers, you can independently tune the middle-stroke and end-stroke spring characteristics to suit your style and the day's terrain.

"What's crazy about GENIE is how you can change the bike's personality with different volume spacers. It opens up a tuning range nobody has ever had before. Sure, it solves hard bottom-outs, but what is really special is that when you fill it with spacers, you have a crazy poppy, yet efficient, slalom/jump weapon. Pull all those spacers out, and suddenly you have a bump-eating big hit plow machine. I can't say enough how mind-blowing experiencing both of these things on the same bike is—we solved bottom-out AND optimized the other 98% of your trail experience."

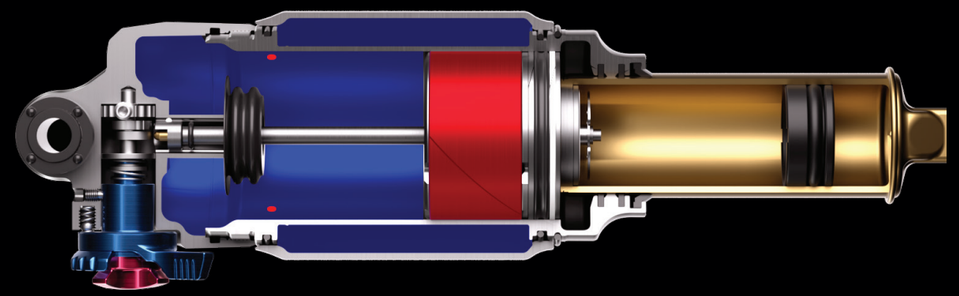
– Jeff Bowers, Stumpjumper 15 Lead Engineer

What's Genie, and How Does It Work?

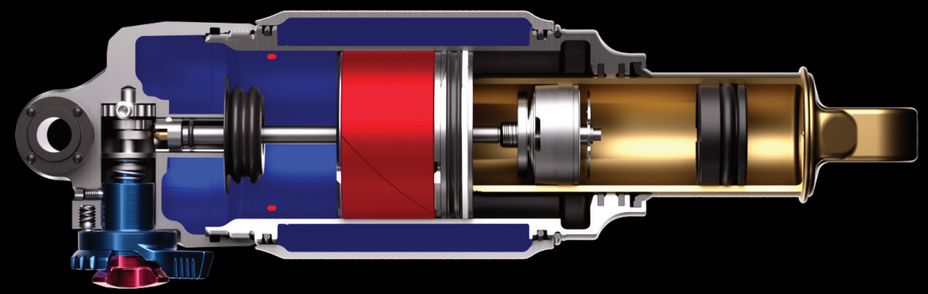
GENIE is a Specialized patent-pending technology for our Pneumatic Spring Assist (PSA) air spring innovation. By employing two separate but connected positive air chambers, the overall air volume is increased, resulting in a much flatter spring curve for the first 70% of the shock's stroke; this "softer" spring delivers coil-like bump force management throughout the bump zone. As the shock compresses into the final 30% of the travel, the GENIE Band slides over and closes the ports to the outer air chamber, effectively reducing the overall volume. This results in a much more progressive spring curve for the last 30% of stroke, preventing bottom-outs more effectively than a standard air spring. It's the best of both worlds - coil and air - with extra tunability and zero compromise.



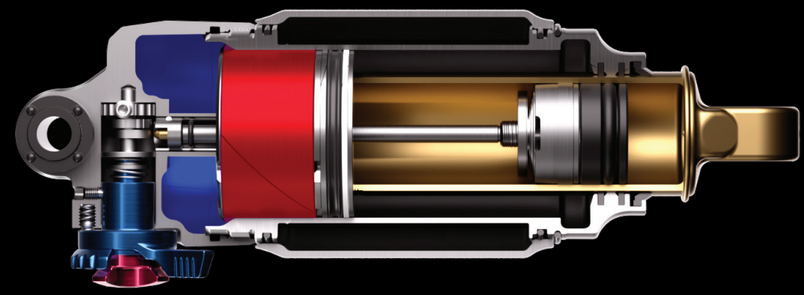
GENIE *See Stumpjumper 15 / GENIE White Paper for details on test protocols and findings.



With both air chambers open, GENIE air volume is massive. The GENIE Air Ports connect both the Inner and Outer Air Chambers, resulting in a much flatter spring curve for the first 70% of the shock's stroke.



Operating within the first 70% of the shock's stroke, the GENIE Air Ports remain open, taking advantage of both air chambers to maintain that flatter spring curve for maximum grip and bump force management.

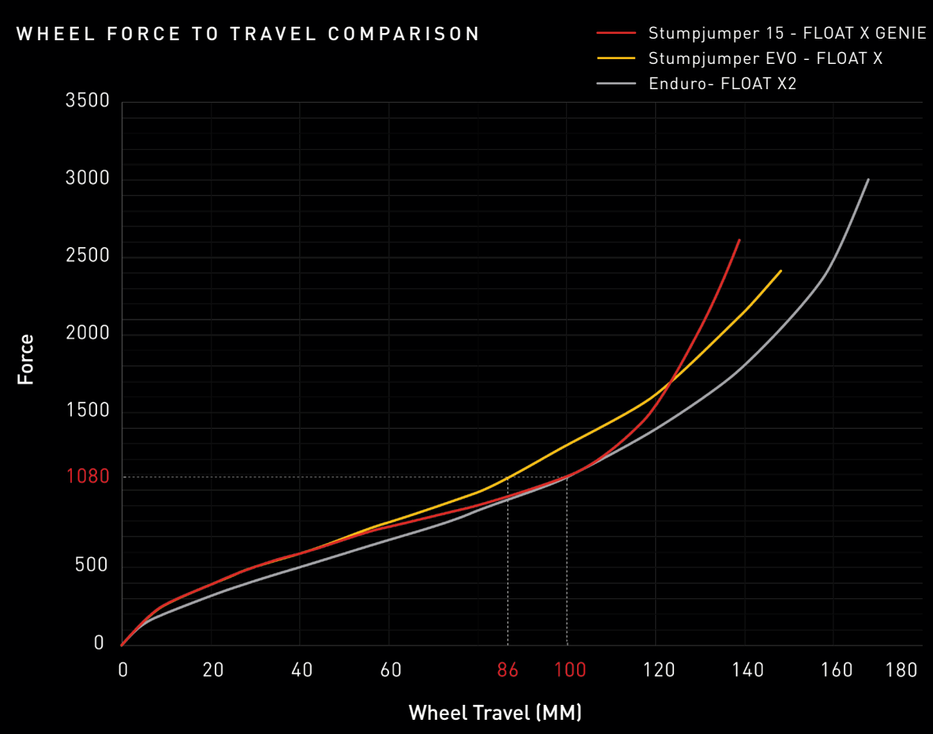


During the last 30% of stroke, the GENIE Band covers the GENIE Air Ports, closing off the Outer Air Chamber, resulting in a significantly more progressive spring rate, preventing bottom-outs and providing a platform for stability.

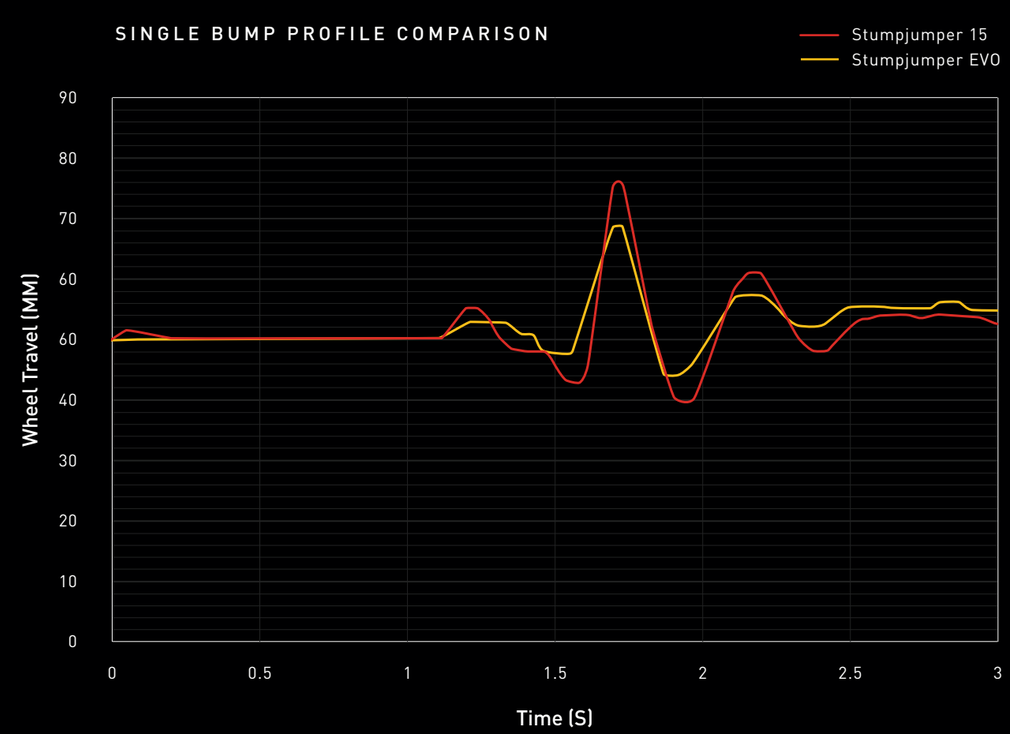
Grade On a Curve, GENIE Gets an "A"

Spring Curve Detail

Compared to other air shocks on the market, GENIE allows for a lower spring rate earlier in the stroke, with a higher ramp later in the ending stroke (see graph). This means that with GENIE's "softer spring," we will use more travel to absorb the same amount of energy, resulting in superior bump-force management and better control. For example, as illustrated on the graph, a 1,080 Newton impact force results in 100 MM of travel on the Stumpjumper 15 and Enduro, whereas the Stumpjumper EVO only uses 86 MM of travel to absorb the same force.



The graph below illustrates the relationship between bump force and wheel travel of Stumpjumper 15 and Stumpjumper EVO. Note that Stumpjumper 15 utilizes 16.3% more travel for the same impact, indicating superior bump force management of Stumpjumper 15 with GENIE as compared to Stumpjumper EVO.



Frame of Reference

Form Follows Fun

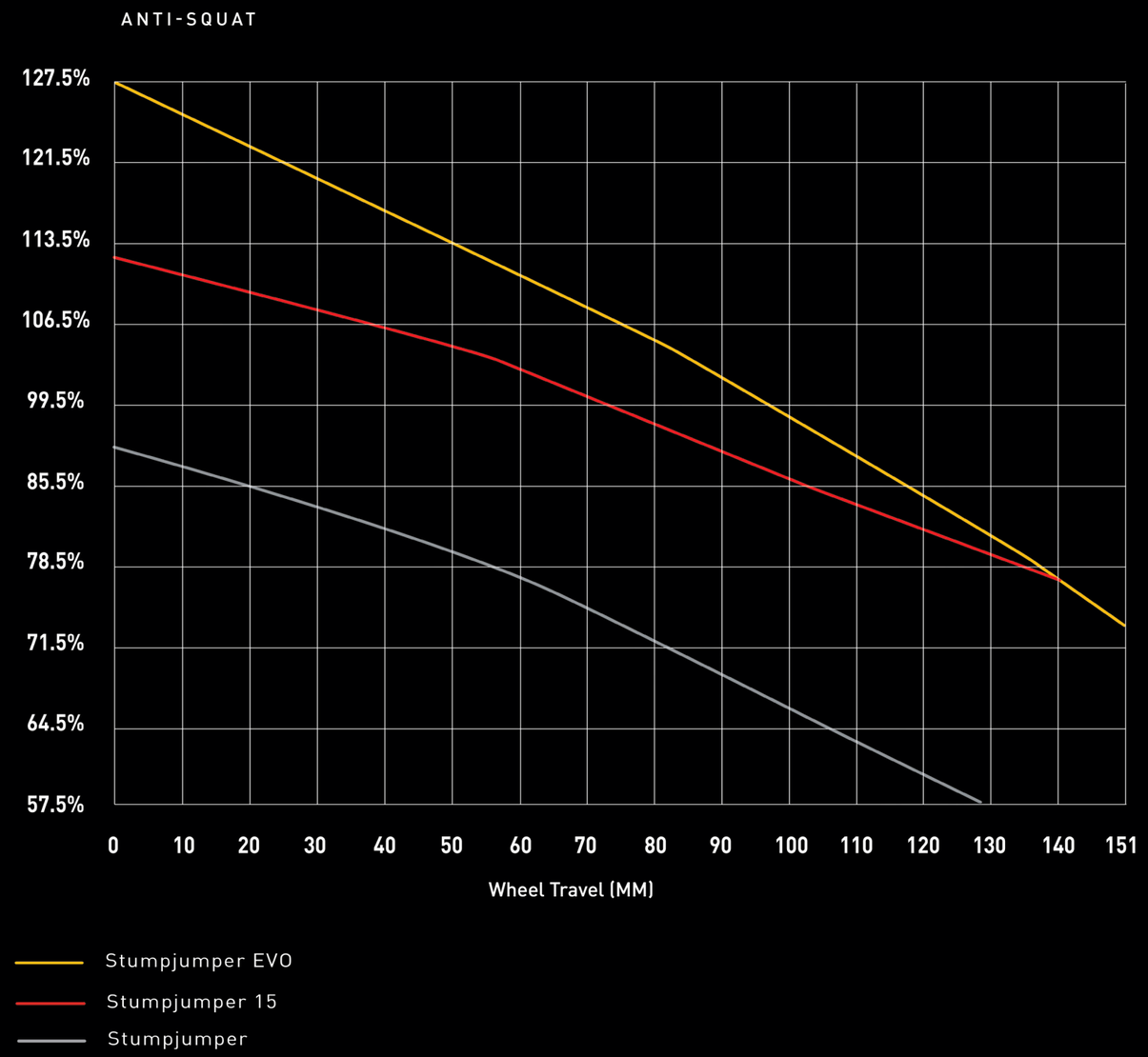
We can make a frame as stiff as we want but it turns out there's such a thing as too stiff. To be one with the bike requires engineered compliance in the frame. We engineered the FACT 11M carbon and M5 Alloy chassis—front end, rear end, and the link between them—as a single unit that hits the stiffness target we established for trail riding.

One key goal of the Stumpjumper 15 was to use materials and design as efficiently as possible to achieve the ride performance targets. The elegant, simple "form follows function" chassis design was data-driven. Extensive analysis showed our engineering team that "spending" grams to reinforce the shock link resulted in a more efficient approach to achieving stiffness than the previous "Sidearm" design. The result? Telepathic handling with less mass.

Rider:
Matt Hunter / Legend

Anti-Squat

The Ride Dynamics team establishes optimal anti-squat targets for each riding experience. As the quintessential trail bike, Stumpjumper 15 balances efficiency and optimal bump force management. We benchmark everything we can get our hands on, including our recent bikes. We gather and analyze data and qualitative feedback to find ways to improve performance. For the anti-squat on Stumpjumper 15, we struck a balance between the previous Stumpjumper and Stumpjumper EVO, as both had excellent pedaling characteristics.



SWAT

Who Says You Can’t Take it With You?

The SWAT 4.0 of the Stumpjumper 15 elevates downtube storage, an innovation we pioneered. It’s the smoothest operating, most weather-resistant, flush-mounted system ever.

Geometry Honed to Rule All Trails

Capability and Control by the Numbers

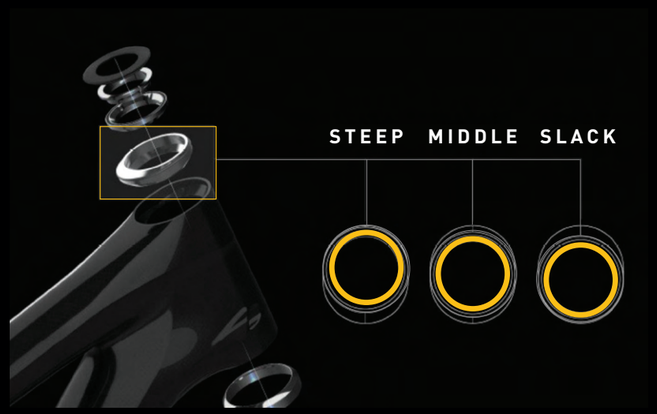
This bike's geometry delivers big bike capability when you need it, a nimble feel in tight sections, and lively, efficient climbing manners. The generous cockpit centers you on the bike, optimizing traction and corner control. The low bottom bracket, slack head tube angle, and optimized fork offset keep things stable in the rough while allowing you to choose between destroying the turn, floating through it, or nailing the inside line. Three rear-center dimensions across the size range optimize handling for riders of different sizes.

*ALL GEOMETRY NUMBERS SHOWN ARE FOR SIZE S3 IN THE MIDDLE HEAD TUBE SETTING AND HIGH BB SETTING

Have it Your Way

Benchmark Geo Adjustability

The Stumpjumper 15's seamlessly-integrated adjustability makes it the most personalizable trail bike ever. Six distinct geometry settings allow the rider to hone its performance for any style, any terrain. The head angle is adjustable to three settings between 63 and 65.5-degrees via a unique eccentric upper headset cup. Fine-tune bottom bracket height up or down by 7mm by swapping the Horst link chips. Drop it down for a more stable ride, or set it high for clearance.



HEADSET ANGLE

STEEP / MIDDLE / SLACK

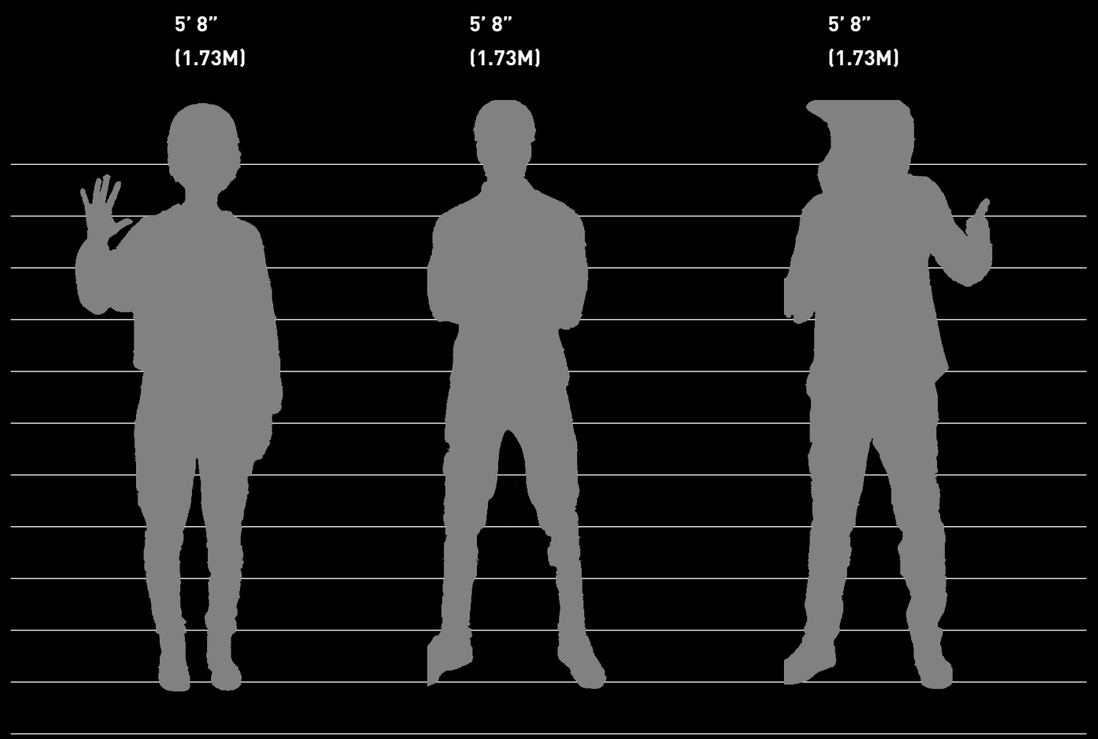
BOTTOM BRACKET

LOW / HIGH

S-Sizing

Select the Size that Suits Your Style (Not Your Inseam)

S-Sizing is based on what matters: rider style, not inseam. Six sizes, all with similar head tube lengths and standover, allow you to choose the size that best suits how you ride. Smaller S-Size numbers will be more nimble, thanks to their shorter reach and front-center measurement, while bigger S-Sizes deliver more stability and a roomier ride.



SAM
S2

I ride an S-2 because its short wheelbase and nimble feel gives me the extra maneuverability that compliments my style.

PAT
S3

I chose an S-3 because its intermediate wheelbase and balanced feel lets me carve and flow on the varied trails I ride.

ROBIN
S4

S-4 is my size because the generous wheelbase and stable ride let me rip at high speeds and in the steep, aggressive conditions I love.

Big Wheels or Mixed, You Choose

Run What You Want, Without Affecting Geo

With our aftermarket links, you can choose the rolling speed, traction, and rollover benefits of big wheels front and rear or mix things up with a 27.5" rear for a more responsive and playful ride. Whatever you choose, switching wheel size won't affect the geometry and suspension characteristics that enable the Stumpjumper 15 to ride just right.

	S1	S2	S3	S4	S5	S6
FRONT WHEEL	29"	29"	29"	29"	29"	29"
REAR WHEEL	27.5"	27.5"	29"	29"	29"	29"

Stumpjumper 15 roll on Traverse SL II Wheels

Carefully Engineered to be Ridden Recklessly

SMOOTHER IS FASTER

The Traverse SL II delivers terrain-hugging and bump-force absorbing control through its 21% greater vertical compliance, made possible by the shallow and wide rim shape and front/rear specific layup. The new rim also boasts a 15% increase in front wheel strength and 25% rear wheel strength compared to its predecessor. Additionally, the rim shape is engineered to “ankle” providing adaptive rotation for improved traction, and control.

FLATS BE GONE

Spend your time on the trail instead of next to it. The patent pending, optimized “Flat Top” bead profile of Traverse wheels significantly reduces pinch flats by requiring an impressive 85% more force compared to a standard round bead.

AIR TIME

Thank our genius engineer Chuck Teixeira for inventing the “Roval ThreadBed Valve”; a valve that threads directly into the rim eliminating compression nuts, air loss from rim flex, makes tire set-up easier, and reduces sealant clogs.

Your Ride Depends On This

Trail-Worthy Tires

All the technology built into a bike is worthless if the tire's contact to the ground is compromised. The first product to bear the Specialized brand was a tire, and since then, Specialized tires have delivered a trusted combination of grip, rolling resistance, and flat protection. Just ask Loic Bruni.

FRONT: BUTCHER GRID TRAIL T9

Tread: World Cup-proven aggressive tread design to bite and grip in any condition. Ramped and siped, the center tread blocks provide maximum traction and accurate steering. The sawtooth-faced shoulder knobs offer a continuous biting edge for railing through corners.

Compound: Developed with the Specialized Gravity Team, GRIPTON® T9 compound rebounds slowly to grip and stick to the ground for total traction and control.

Casing: Our GRID TRAIL casing is a step up from GRID with more reinforcement. It delivers better handling at lower pressures while increasing pinch flat protection by 15% and puncture protection by 30%.

REAR: ELIMINATOR GRID TRAIL T7

Tread: The Eliminator tread pattern strikes the perfect balance of grip and fast rolling for the back end of a trail bike. Aggressive center and intermediate block design transition smoothly to side knobs delivering traction, speed, and predictability in soft to hardpack conditions.

Compound: GRIPTON® T7 compound enhances rolling speed and durability while still providing gobs of grip.

Casing: Our GRID TRAIL casing is a step up from GRID with more reinforcement. It delivers better handling at lower pressures while increasing pinch flat protection by 15% and puncture protection by 30%.

Ride Impressions

Let's go on a ride so you can see how the Stumpjumper 15 makes trail riding better by eliminating the negative and accentuating the positives.

THE CLIMB

As you start going up you notice the Stumpjumper 15 bike's super light weight and efficient pedaling. Thanks, optimized anti-squat. You also notice that the steep seat tube angle positions you over the cranks for efficient pedaling. You appreciate the active suspension as you climb through a rough, limited-traction section.

THE TIGHT STUFF

Cresting the first climb, you enter tight slalom-y turns with small jumps and lips that highlight the bike's playful snappiness. This snappiness comes from the FACT 11M carbon layup, honed geometry, and the bike's support.

THE OFF-CAMBER

The trail straightens out a bit, gets steeper, and soon lands you in a choppy off-camber left-hander. The settled, calm feeling of the Stumpjumper 15's supple suspension keeps your tires glued for traction—all because of GENIE suspension tech and advanced kinematics. You let go of the brakes and accelerate out of the turn, an ear-to-ear smile blooming on your face.

Ride Impressions

THE HAPPY LANDING

Your speed builds on a straight as you see a well-groomed jump ahead. Feeling supremely confident, you send it with plenty of speed—then you realize you'll land hard in a less-than-ideal rough patch. Your bottom-out-anticipating wince returns to a smile as you softly touch down with no harsh bottom out, just a progressive, controlled ramp and massive control. Thanks again, GENIE.

THE ROUGH STUFF

The chunky patch you landed in continues as the trail gets steep. You feel the planted, calm capability. The progressive trail geo, kinematics, and GENIE tech meld into massive confidence, so you stay off the brakes, lean back, and enjoy plowing through the rough at speed.

THE STEEP AND THE DEEP

The trail gets even steeper, and you hang way back off the bike. You're grateful that the massive seatpost insertion—55mm more than the Stumpjumper EVO on an S3 size—and big drop of your post let you get so low that you can surf the scree in control.

Stumpjumer Geometry Chart

Capability and Control by the Numbers

The chart to the right shows geometry as shipped, with the head tube angle in the "middle" position and the bottom bracket "high".

Head tube angle can be adjusted to a slacker 63 degrees, or steeper, to 65.5-degrees via an upper headset cup.

Bottom bracket height can drop by 7mm to the "low" setting by swapping the Horst link chips.

	S1	S2	S3	S4	S5	S6
STACK	608 mm	618 mm	627 mm	640 mm	654 mm	667 mm
REACH	400 mm	425 mm	450 mm	475 mm	500 mm	530 mm
HEAD TUBE LENGTH	95 mm	100 mm	110 mm	125 mm	140 mm	155 mm
HEAD TUBE ANGLE	64.5 °	64.5 °	64.5 °	64.5 °	64.5 °	64.5 °
BB HEIGHT	334 mm	337 mm	337 mm	337 mm	337 mm	337 mm
BB DROP	41 mm	38 mm	38 mm	38 mm	38 mm	38 mm
TRAIL	129 mm	130 mm	130 mm	130 mm	130 mm	130 mm
FORK LENGTH	551 mm	561 mm	561 mm	561 mm	561 mm	561 mm
FORK OFFSET	44 mm	44 mm	44 mm	44 mm	44 mm	44 mm
FRONT CENTER	720 mm	751 mm	780 mm	812 mm	843 mm	879 mm
CHAINSTAY LENGTH	430 mm	432 mm	435 mm	435 mm	445 mm	445 mm
WHEELBASE	1,149 mm	1,181 mm	1,213 mm	1,244 mm	1,285 mm	1,322 mm
TOP TUBE LENGTH , HORIZONTAL	541 mm	573 mm	595 mm	624 mm	647 mm	677 mm
BIKE STANDOVER HEIGHT	738 mm	751 mm	745 mm	745 mm	745 mm	751mm
SEAT TUBE LENGTH	385 mm	385 mm	405 mm	425 mm	445 mm	465 mm
SEAT TUBE ANGLE	78.0 °	77.0 °	77.0 °	76.5 °	76.5 °	76.5 °
SEAT POST MAX INSERTION	245 mm	245 mm	255 mm	255 mm	285 mm	285 mm
SEAT POST MIN INSERTION	80 mm	80 mm	80 mm	80 mm	80 mm	80 mm

Download Assets