

ROUBAIX SL8

Hell Below, Heaven Above

SPECIALIZED BICYCLE COMPONENTS



SUSPEND THE RIDER

Smoother is Faster

The Roubaix was born over 20 years ago when Specialized designer Rodney Hines imagined a road bike that would eat up long miles and smooth out rough roads. Significant innovation has driven its evolution over the years, but the goal has always been the same—Smoother is Faster.

With the all-new Roubaix SL8, smoother is faster comes from suspending the rider, not the bike. As you ride rough roads, our all-new Future Shock 3.0 up front and AfterShock technology in the rear, reduce impacts by 53% vs. the nearest competition. You'll be confidently and comfortably floating above the chaos - smooth, in control, with less fatigue - while your bike remains nimble and laterally rigid for power transfer and precise handling.



Smoother Ride

Rough Terrain



FUTURE SHOCK 3.0

Smoother, Faster, Safer.

Future Shock debuted in 2016 and promptly proved its effectiveness by winning the 2018 and 2019 Paris-Roubaix. Sitting between the stem and head tube, it travels in the opposite direction of bump forces hitting the wheel and traveling up the fork legs. It substantially reduces impact and vibration at the bars but keeps the front of the bike rigid for pinpoint handling. The result is a force reduction of 53% vs the competition across impacts typically experienced by road riders. The result is a smoother ride with more control to stay fast, safe, and confident.

The new Roubaix SL8 debuts an all-new Future Shock 3.0. For the first time, Future Shock can be easily tuned so every rider - regardless of position on the bike - can get 20mm of smooth, stiction-free travel. Why is this travel so important? Instead of deflecting backward on impact like traditional forks, Future Shock moves upward - axial compliance - to absorb impact, reducing the deceleration of a deflecting fork. Smoother is indeed faster.

The Future Shock 3.3 damper is a through-shaft design, meaning the damper rod enters one end of the damper, and exits the other. This delivers firm damping when closed, paired with lower pressure within the damper due to no internal floating piston (IFP). This reduces seal friction and creates a reliable package. The Future Shock 3.3 uses a coil mainspring to further reduce friction to aid small bump compliance, while the valve uses shim stacks for compression and rebound, with an adjustable bypass for softer settings. Rebound damping is decoupled from compression damping with a check valve in the bypass.

FUTURE SHOCK 3.0



FUTURE SHOCK 3.1

FUTURE SHOCK 3.3

TUNABILITY

Individual riders can tune how Future Shock 3.0 reacts to bumps based on their terrain. Three different springs are offered - firm, medium, and soft - and with each of those springs, up to five preload washers can be used. Need it firm for an aggressive position and big cobbles like our pros? Or maybe you ride in a relaxed position and want it to feel nice and soft to eat up high-frequency vibrations or chip seal? Your setup can easily be tweaked at home in a matter of minutes. If you can remove a stem, you can dial in a Future Shock 3.0.

IN THE SADDLE ADJUSTABILITY

As much as you can tune Future Shock 3.0, there are still times when you will want firmer or softer settings on the same ride. Smooth climb up? Keep it stiff. Rough descent down? Open it up. The new Future Shock (3.3 model) delivers better in-the-saddle adjustability of compression than ever.

DURABILITY

Roubaix was born for northern Europe's challenging roads and rough weather, so we made Future Shock 3.0 our most durable yet. We've increased the boot's thickness and added more seals to keep water and contamination out of the system no matter how hellish the conditions get.

PAVÉ POST AND DROPPED CLAMP

AfterShock Technology

Future Shock up front needs a partner in crime handling the rear of the bike to ensure the ride is balanced and we are truly suspending the rider. That job goes to our Pavé seatpost and our Dropped Clamp design—together, they create our AfterShock technology. Our Pavé seatpost features a carbon layup that ensures rearward deflection moves in a path opposite the rear axle as it impacts a bump to reduce how much impact or vibration reaches you in the saddle. But it does it without slowing you down, keeping the rear of the bike rigid for direct and efficient power transfer.

To increase compliance, our Dropped Clamp design sits 65mm lower than a traditional seatpost clamp—creating a longer lever. Through years of working with the best riders in the world and our Ride Science team's research, we've given the new Roubaix SL8 the maximum amount of rear deflection for a smooth and efficient ride. Any more, and it needs to be controlled by a damper, like our Diverge STR, to reduce getting "bucked." Any less, and you're missing out on efficiency over rough terrain.



PUTTING THE 'FAST' IN SMOOTHER IS FASTER

The Lightest, Most Aero Roubaix Ever

We've learned a thing or two about aerodynamics from making the fastest race bikes in the world, and we know how light weight helps a bike come alive at the pedals after making the Aethos, the lightest production bike in the world. All of these learnings were applied to the new Roubaix SL8. Nothing in its class is faster or lighter.

We've shaved four watts of drag by attacking the leading edge of the bike, ensuring it's optimized where it sees clean air. We created a new fork shape, reimagined the downtube shape, and dropped the seat stays even lower to hide them from airflow. Four watts may not sound like much, but the Roubaix was already leading its class in aerodynamics. Over a 100mile ride averaging 3 watts/kg that adds up to 17.7 seconds faster.

Utilizing learnings from our Aethos we've optimized the layup of the new Roubaix SL8 to shave over 50 grams from the frame weight. Even more impressive when all the added capability, like increased tire clearance and added mounts, is considered. We've come to learn how different shapes carry loads, deeming many stiffness layers redundant—allowing for a significant amount of material to be removed. This can be seen in the shape of the down tube and how it interfaces with the head tube and seat tube. We also attacked weight at the seat cluster and around the bottom bracket. We've also stepped Roubaix up to 12r carbon - our most premium blend - to save additional weight and amplify ride quality even more. The result is a complete 56cm S-Works Roubaix SL8 out of the box at 7.3kg—nothing in its class is lighter.





MAKING YOUR BEST RIDE BETTER

More Confidence, More Clearance... Just More.

Riders are asking more from their bikes than ever before, and Roubaix SL8 is answering that call. It crushes long miles, smoother and faster than ever before—but with tire clearance up to 38c/40mm, this endurance road machine smooths out rough roads better than ever, and isn't afraid of a little gravel. The new Roubaix SL8 gives you the opportunity to expand your riding horizons exponentially. It does it all while reducing pressure on your shoulders and neck, and saving your hands and backside from a beating.

