



GEOMETRY

| SIZE (CM) | EFFECTIVE TOPTUBE | CHAINSTAY | BB DROP | HEADTUBE LENGTH | HEADTUBE ANGLE | SEAT TUBE LENGTH | SEAT TUBE ANGLE | FORK OFFSET | TRAIL | REACH | STACK | WHEELBASE | STANDOVER | AXLE TO CROWN |
|-----------|-------------------|-----------|---------|-----------------|----------------|------------------|-----------------|-------------|-------|--------|--------|-----------|-----------|---------------|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N |
| XS | 520 | 425 | 68 | 120 | 71.0° | 520 | 74.5° | 45 | 72.58 | 369.38 | 543.13 | 1000.09 | 730.79 | 397 |
| S | 540 | 425 | 68 | 140 | 71.5° | 540 | 74.5° | 45 | 69.32 | 383.61 | 563.92 | 1016.52 | 783.06 | 397 |
| M | 550 | 425 | 68 | 160 | 72.0° | 560 | 74.0° | 45 | 66.08 | 392.32 | 584.78 | 1027.07 | 794.74 | 397 |
| L | 580 | 425 | 68 | 180 | 72.5° | 580 | 73.5° | 45 | 62.86 | 400.58 | 605.72 | 1036.83 | 824.78 | 397 |
| XL | 600 | 425 | 68 | 200 | 72.5° | 600 | 73.5° | 45 | 62.86 | 414.93 | 624.79 | 1057.19 | 844.39 | 397 |

All measurements are in millimeters unless otherwise noted. Standover measured 50mm forward of BB with 698mm diameter tires.



FOUNDRY CYCLES

info@FoundryCycles.com

6400 W. 105th Street, Bloomington MN

877-774-6217

CARE & USE

| DESCRIPTION | OVERLAND |
|---------------------------|---|
| TI PREP VS. GREASE | We chose Ti for the Overland because of its durability and longevity. With the proper care, this is a bike that can be in your stable for years and years to come. While bike grease is great for aluminum, steel, and carbon components on a titanium frame, we advise against it for titanium components. Instead, we've included a tube of Anti Seize for you to use on your Overland. Anti Seize is recommended when using titanium components with your Overland frame because it inhibits your Ti seatpost or Ti bolts from corroding. The only bolts you shouldn't grease are the brake mounting bolts as they already have thread lock on them, make sure the rest of them are greased. |
| THRU-AXLE | The Overland uses a 142 x 12mm rear thru-axle and a 100 x 15mm front thru axle to maximize the stiffness and control that today's race courses demand. Be sure to grease the threads and shaft of the thru-axle bolt to aid in installation and removal. |
| POST MOUNTS | The Overland uses replaceable 10mm stainless steel barrel nuts with M5 x 0.8mm threads for the rear post mounts. They are designed to be a tight fit in the frame. Use the slots on the nuts to orient the threads with the brake holes in the post mounts. |
| FENDER MOUNTING | The Overland was designed to be a bike that you want to race on as well as train on, so we included fender mounts for when the weather turns foul on those crucial, early season training rides. It's got clearance for fenders with 700 x 33mm tires and the rear fender mounts are easily removable. To install the dropout fender mounts, remove the M5 set screws on the dropouts with a 2.5mm Allen key and thread in the included fender mounts locking them in place with the nuts. Remove the M5 bolt on the back of the BB shell to install the fender lower bolt. If your fenders have a seatstay bridge mount, the bolt installs through the M5 hole in the Foundry shield bridge. If you're trying to use fenders with tires over 33c and a 2x drivetrain, you'll have clearance issues with the front derailleur pulley. |
| CABLE ROUTING | In an effort to make shouldering the Overland as easy and comfortable as possible, all of the cables are run on the top of the top tube with full housing to keep your cables protected from the mud and grime that you're sure to experience while riding and racing this bike. The brake and rear derailleur cables run alongside the bottom of the seat stays to give mud and grass less places to build up. The front derailleur housing stops at a barrel adjuster on the seat tube to allow for fine-tuning without an in-line barrel adjuster. |
| FRONT DER. PULLEY | Since most front road derailleurs are bottom pull, we included a front derailleur pulley for the cable to run around from the cable stop and back up to the derailleur. This allows toptube cable routing with the vast majority of road front derailleurs. If you're using a 1x setup, the pulley is easily removed and plugged using an included M5 bolt. For replacements we recommend QBP # FS0917 from your local bike shop. |
| HEADSET/ FORK | When installing headset bearings, applying a small amount of grease on the integrated races will help prevent any corrosion and creaks. |
| DERAILLEUR HANGER | The rear thru-axle threads into the hanger. If threading the axle in feels tight, make sure the axle is greased and slightly loosen the M5 fixing bolt with a 3mm Allen key and thread the axle in. Make sure to retighten the fixing bolt when done, it doesn't have to be more than snug, its function is to hold the hanger in place when the axle is removed. |
| DI2 ROUTING | We routed the Overland for use with Shimano electronic drivetrains. Utilizing a Shimano SM-BTR2 internal seatpost-mounted battery, small ports located on the downtube, the seat tube, the chainstay, and internal cut outs in the bottom bracket shell, the Overland is set up for an extremely clean looking electronic set-up with fully internal wire routing. Use extra caution when threading the bottom bracket in so as not to cut the wires in the BB shell, as clearance is tight. Three Shimano SM-GM01 grommets will be needed to route the e-tube wiring at the frame ports. |
| CLEANING | Keeping your Overland free of mud and grime will ultimately increase the longevity of the bike, meaning it's yours to race for years to come. Dish soap, sponges, brushes, and low-pressure water is really all you need to keep it clean. Spray the frame down, get some soapsuds on it, and give it a good scrub to get all the remnants of the weekend's races off of it. After a solid rinse, making sure to avoid aiming pressurized water directly at any spots with bearings, and a quick re-lube of the chain, you'll be good to go. |



FRAMESET COMPATIBILITY

| FEATURES | DESCRIPTIONS |
|----------------------------|---|
| TUBING | 3Al/2.5V titanium; double-buttet down/top/seat tubes; tapered seat/chainstays |
| FORK | Whisky #9 1.125-1.5" Tapered CX w/ fender mounts (100 x 15mm) |
| DROPOUTS | Foundry 142 x 12mm hooded thru-axle dropouts w/ removable fender mounts |
| SEAT POST DIAMETER | 27.2mm |
| SEAT CLAMP DIAMETER | 31.8mm |
| HEADSET | IS42 uppers / IS52 lowers; 45° angular contact bearing |
| BOTTOM BRACKET | English Threaded 68mm |
| DRIVETRAIN | Road or mountain derailleurs; 50t max big ring; 36t max little ring, 1x 46t max; 34.9mm front derailleur clamp |
| DI2 | Internal seatpost mounted battery specific; Shimano battery SM-BTR2; Shimano grommet SM-GM01 (x3) |
| BRAKE MOUNTS | 140mm post mounts; 160mm max rotor |
| TIRE CLEARANCE | SRAM drivetrain 700 x 41mm / Shimano drivetrain 700 x 38mm without fenders |
| DERAILLER HANGER | M12 x 1.5 thru-axle threads; M5 x 10mm SHCS fixing bolt; QBP part # FS2339 |
| THRU AXLES | Rear axle frame spacing: 142 x 12mm; rear axle length: 171mm; pitch: 1.5mm Front axle fork spacing: 100x15mm; front axle length: 125mm, pitch: 1.5mm |
| REPLACEMENT PARTS | Have your dealer contact Foundry Cycles for replacement fender mounts and M10 brake nuts |
| WEIGHT | Medium 56cm: 1715g ± 5% due to paint variances |



INTENDED USE: CONDITION 2 CYCLOCROSS

This is a set of conditions for the operation of a bicycle that includes Condition 1 as well as unpaved and gravel roads and trails with moderate grades. In this set of conditions, contact with irregular terrain and loss of tire contact with the ground may occur.

Drops are intended to be limited to 15cm (6") or less.

