

turbob

KENEVO SUPER LIGHT

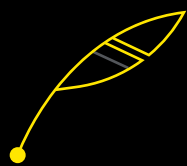
THE POWER TO SLAY MONSTER TRAILS



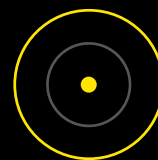
NO E-MTB IS LIGHTER AND MORE CAPABLE



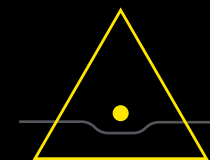
NO E-MTB IS LIGHTER AND MORE CAPABLE



SUPER LIGHT
12 LBS LIGHTER
THAN KENEVO



SUPER CAPABLE
2X YOU AMPLIFIED
ENDURO



SUPER RESPONSIVE
INTUITIVE
HANDLING



WEIGH LESS. WAY MORE.

Power up to trail riding's next level with the Kenevo Super Light and rip the biggest trails like never before. Created by trail riders for trail riders, Kenevo SL is an e-MTB in a class by itself—a previously unattainable combination of light weight, responsiveness, and capability. Ultra-responsive handling and big mountain capability merge with the benefits of our Turbo Super Light system, enabling you to overcome the trail monsters that have been your nemeses until now. Flow up, over, and through the biggest trails in ways that were previously impossible.

Intuitively delivering up to 240 watts of power and 35 Nm of torque, our Turbo Super Light system puts an emphatic “E” in our award-winning Enduro, delivering more of what you want from your trail ride. More power to climb. More pop when you need it. More capability everywhere. More laps. More jumps. More drops. More stoke.

And it does this with less. Weighing in at just four kilos more than the Enduro and around five and a half kilos less than the Full Power Kenevo, the Kenevo Super Light is a featherweight e-MTB that redefines big mountain performance.



BE ONE WITH YOUR BIKE

The Kenevo SL sets this new bar for trail performance through an integrated development approach. Our development team lives, eats, sleeps, and dreams singletrack. They created every part of the bike—chassis, geometry, suspension, motor, battery, controller—to work flawlessly with every other part, and with you to deliver a ride beyond belief.

FRAME OF REFERENCE



The full monocoque FACT 11m carbon fiber frame is the backbone of the Kenevo Super Light and is a marvel of composite construction, fully optimized for handling and weight savings.



The Turbo Super Light motor and 320Wh battery are integrated and centralized in the chassis to improve handling responsiveness by decreasing the moment of inertia while powering up to 4.5 hours of ride support. (Want to go bigger? No prob, plug in the 160Wh Range Extender battery and you're set for up to almost 7 hours total supported ride time.)

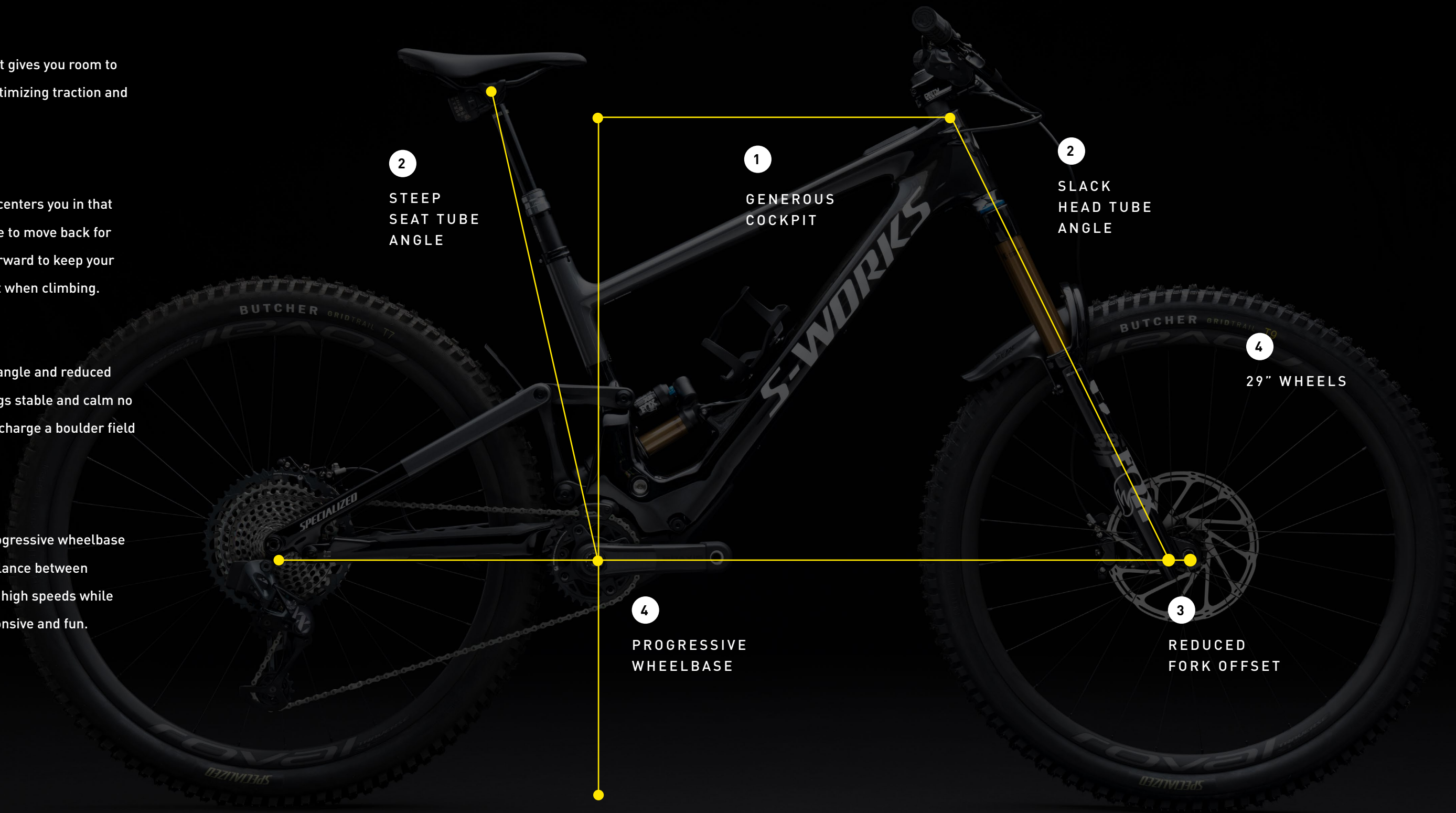


Chassis stiffness is tuned to eliminate unwanted flex, ensuring that front and rear wheels track with precision for predictable control.

GEOMETRY OF CONTROL

The Kenevo Super Light sets the benchmark for all-mountain e-MTB handling, adding six-way adjustability to the acclaimed geometry of our Enduro.

- 1.
The generous cockpit gives you room to move on the bike, optimizing traction and corner control.
- 2.
The steep seat tube centers you in that cockpit so you're free to move back for steep descents or forward to keep your weight over the front when climbing.
- 3.
The slack headtube angle and reduced fork offset keep things stable and calm no matter how fast you charge a boulder field or root-infested line.
- 4.
29" wheels and a progressive wheelbase strike the perfect balance between providing stability at high speeds while keeping things responsive and fun.



ADJUSTABLE GEOMETRY

Regardless of where—or how—you ride, the Kenevo Super Light can be tuned to deliver exactly the ride you want thanks to its adjustable geometry. Six distinct settings allow you to hone handling characteristics to suit your style and terrain. Head angle can be set at 62.5, 63.5, or 64.5-degrees. Bottom bracket height can be fine-tuned up or down by 6mm.

Geo Finder

Check out the Geo Finder tool,
live on May 13th.



1.
BOTTOM BRACKET
HEIGHT ADJUSTMENT



2.
HEAD ANGLE
ADJUSTMENT



KENEVO SL GEOMETRY

BB HEIGHT HIGH HEADSET CUP SLACK	S2	S3	S4	S5
Stack (mm)	611	620	629	638
Reach (mm)	437	465	489	512
Head-Tube Length (mm)	105	115	125	135
Head-Tube Angle (deg)	63.2	63.2	63.2	63.2
B-B Height (mm)	354	354	354	354
B-B Drop (mm)	21	21	21	21
Trail (mm)	138	138	138	138
Fork Length (full) (mm)	579	579	579	579
Fork Rake/Offset (mm)	46	46	46	46
Front-Center (mm)	787	820	844	871
Chain-Stay Length (mm)	442	442	442	442
Wheelbase (mm)	1228	1261	1285	1312
Top-Tube Length (horizontal) (mm)	581	612	638	663
Bike Stand-Over Height (mm)	782	782	795	805
Seat-Tube Length (mm)	400	420	440	465
Seat-Tube Angle (deg)	76.7	76.7	76.7	76.7
Seatpost Insertion Depth (mm)	188.0	210.0	229.0	255.0

BB HEIGHT LOW HEADSET CUP SLACK	S2	S3	S4	S5
Stack (mm)	614	622	631	640
Reach (mm)	435	460	485	510
Head-Tube Length (mm)	105	115	125	135
Head-Tube Angle (deg)	62.5	62.5	62.5	62.5
B-B Height (mm)	348	348	348	348
B-B Drop (mm)	27	27	27	27
Trail (mm)	143	143	143	143
Fork Length (full) (mm)	579	579	579	579
Fork Rake/Offset (mm)	46	46	46	46
Front-Center (mm)	793	821	852	881
Chain-Stay Length (mm)	447	447	447	447
Wheelbase (mm)	1238	1269	1298	1327
Top-Tube Length (horizontal) (mm)	586	613	640	667
Bike Stand-Over Height (mm)	778	778	791	801
Seat-Tube Length (mm)	400	420	440	465
Seat-Tube Angle (deg)	76.2	76.2	76.2	76.2
Seatpost Insertion Depth (mm)	188.0	210.0	229.0	255.0

BB HEIGHT HIGH HEADSET CUP MIDDLE	S2	S3	S4	S5
Stack (mm)	614	623	632	641
Reach (mm)	437	465	489	512
Head-Tube Length (mm)	105	115	125	135
Head-Tube Angle (deg)	63.9	63.9	63.9	63.9
B-B Height (mm)	356	356	356	356
B-B Drop (mm)	19	19	19	19
Trail (mm)	132	132	132	132
Fork Length (full) (mm)	579	579	579	579
Fork Rake/Offset (mm)	46	46	46	46
Front-Center (mm)	780	812	841	868
Chain-Stay Length (mm)	442	442	442	442
Wheelbase (mm)	1221	1254	1282	1309
Top-Tube Length (horizontal) (mm)	584	615	641	666
Bike Stand-Over Height (mm)	783	783	796	806
Seat-Tube Length (mm)	400	420	440	465
Seat-Tube Angle (deg)	76.5	76.5	76.5	76.5
Seatpost Insertion Depth (mm)	188.0	210.0	229.0	255.0

BB HEIGHT LOW HEADSET CUP MIDDLE	S2	S3	S4	S5
Stack (mm)	618	626	635	644
Reach (mm)	435	460	485	510
Head-Tube Length (mm)	105	115	125	135
Head-Tube Angle (deg)	63.5	63.5	63.5	63.5
B-B Height (mm)	350	350	350	350
B-B Drop (mm)	25	25	25	25
Trail (mm)	136	136	136	136
Fork Length (full) (mm)	579	579	579	579
Fork Rake/Offset (mm)	46	46	46	46
Front-Center (mm)	782	812	841	871
Chain-Stay Length (mm)	447	447	447	447
Wheelbase (mm)	1228	1258	1287	1316
Top-Tube Length (horizontal) (mm)	589	616	643	671
Bike Stand-Over Height (mm)	779	779	792	802
Seat-Tube Length (mm)	400	420	440	465
Seat-Tube Angle (deg)	76.0	76.0	76.0	76.0
Seatpost Insertion Depth (mm)	188.0	210.0	229.0	255.0

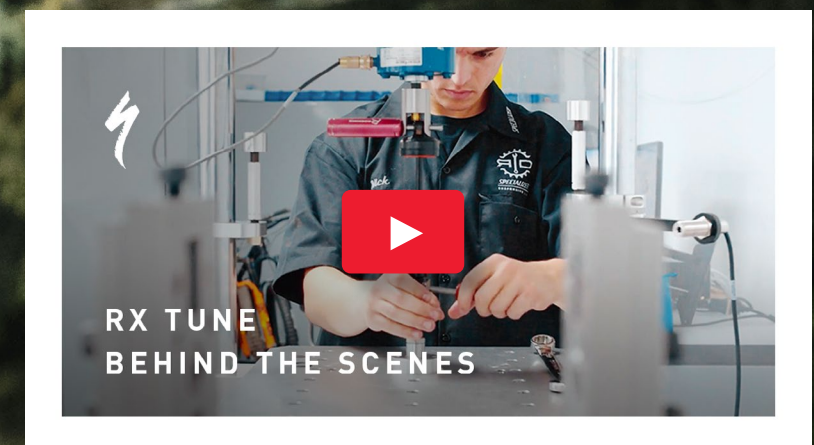
BB HEIGHT HIGH HEADSET CUP STEEP	S2	S3	S4	S5
Stack (mm)	617	626	634	643
Reach (mm)	436	464	488	511
Head-Tube Length (mm)	105	115	125	135
Head-Tube Angle (deg)	64.7	64.7	64.7	64.7
B-B Height (mm)	358	358	358	358
B-B Drop (mm)	17	17	17	17
Trail (mm)	126	126	126	126
Fork Length (full) (mm)	579	579	579	579
Fork Rake/Offset (mm)	46	46	46	46
Front-Center (mm)	771	803	831	841
Chain-Stay Length (mm)	442	442	442	442
Wheelbase (mm)	1212	1245	1273	1282
Top-Tube Length (horizontal) (mm)	588	618	644	669
Bike Stand-Over Height (mm)	784	784	797	807
Seat-Tube Length (mm)	400	420	440	465
Seat-Tube Angle (deg)	76.2	76.2	76.2	76.2
Seatpost Insertion Depth (mm)	188.0	210.0	229.0	255.0

BB HEIGHT LOW HEADSET CUP STEEP	S2	S3	S4	S5
Stack (mm)	623	631	640	649
Reach (mm)	435	460	485	510
Head-Tube Length (mm)	105	115	125	135
Head-Tube Angle (deg)	64.5	64.5	64.5	64.5
B-B Height (mm)	352	352	352	352
B-B Drop (mm)	23	23	23	23
Trail (mm)	128	128	128	128
Fork Length (full) (mm)	579	579	579	579
Fork Rake/Offset (mm)	46	46	46	46
Front-Center (mm)	772	803	830	860
Chain-Stay Length (mm)	447	447	447	447
Wheelbase (mm)	1218	1247	1276	1306
Top-Tube Length (horizontal) (mm)	593	619	647	674
Bike Stand-Over Height (mm)	780	780	793	803
Seat-Tube Length (mm)	400	420	440	465
Seat-Tube Angle (deg)	75.8	75.8	75.8	75.8
Seatpost Insertion Depth (mm)	188.0	210.0	229.0	255.0

RIDE DYNAMICS

With 170mm of plush, responsive, super-capable travel, the Kenevo Super Light eats up whatever you throw in front of it, from tree roots and trail chunder to massive G-outs and relentless hucks to flat.

Suspension that works this flawlessly is realized when every component of the whole is developed together in an integrated approach. Total suspension performance involves chassis stiffness, kinematics, leverage rates, spring curves, damping performance, and tunability, all designed and working together to achieve a singular, elevated ride quality on the trail. We refer to this integrated approach to suspension development as Ride Dynamics, and we have a one-of-a-kind team of trail-riding engineers, technicians, and fabricators working together out in the dirt and in our state-of-the-art innovation center to ensure that every component is optimized and functioning in harmony with every other.



LEARN MORE ABOUT OUR RIDE DYNAMICS TEAM

SIX BARS, SIX PIVOTS, ONE GOAL

The Six Bar linkage of the Kenevo SL was pioneered on our DH World Championship-winning Demo and later adapted to the Enduro. It represents the ultimate big-trail suspension linkage, delivering an unmatched combination of control, big-hit bump force management, pedaling performance, and durability.

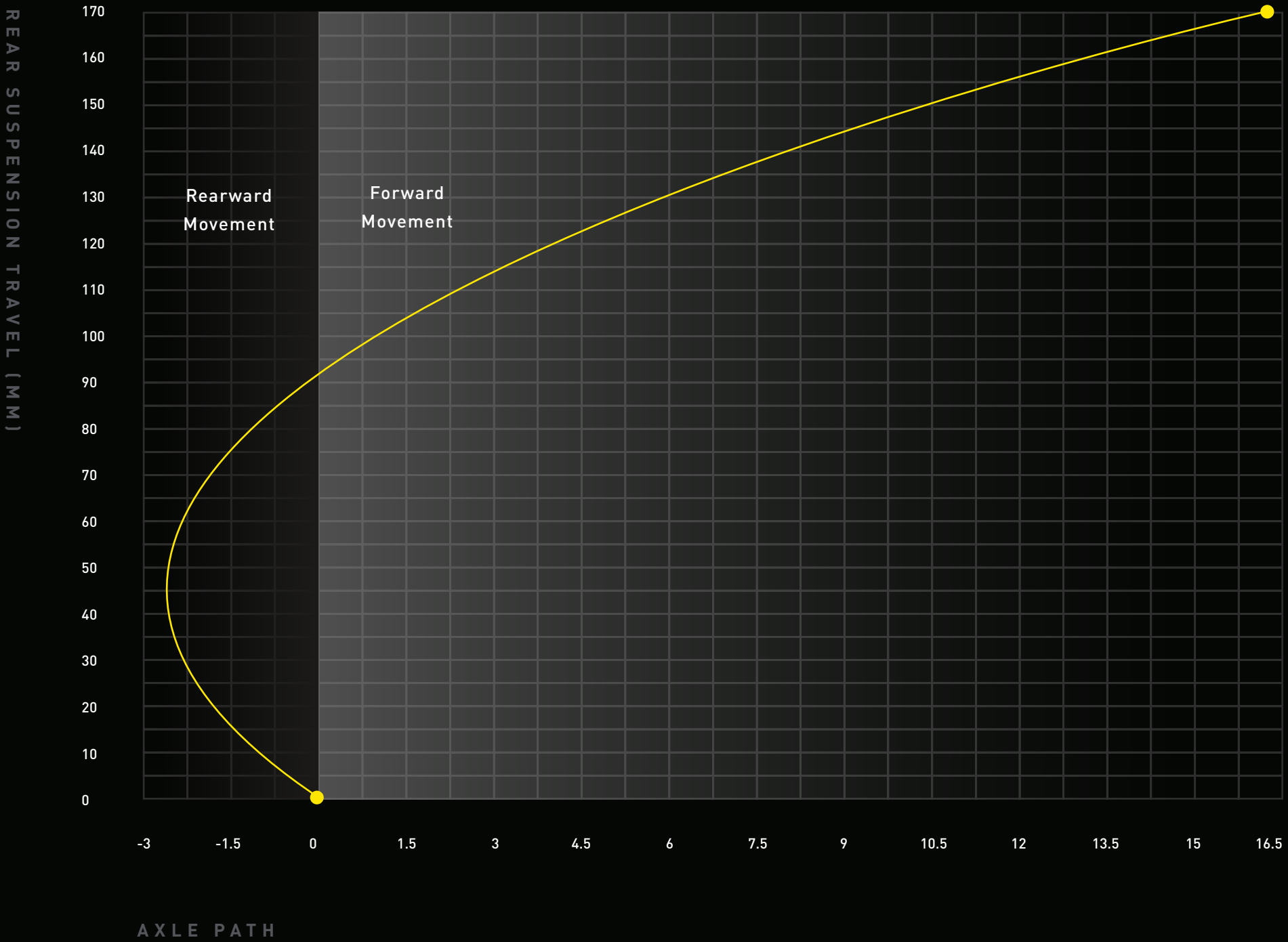
At its heart, the Six Bar is an FSR design, primarily using a four-bar linkage with a “Horst Link” forward of the dropouts. These four bars with the Horst Link enable our engineers to optimize the axle path for bump force management and to tune anti-rise and anti-squat for pedaling performance. It also decouples braking forces, so the control delivered by active suspension is there for you even when you’re grabbing a handful.

The additional “tension links” that drive shock compression give us the engineering freedom to separately and independently control leverage rate and axle path, broadly enhancing suspension capability. Compressing the shock from these tension links also eliminates side-loading of the shock. Side-loading can cause binding and shock failure, and removing that from a suspension improves performance (reduced stiction means smoother and more responsive suspension) and durability.

Finally, the Six Bar design improves handling by lowering and centralizing mass (linkage and shock), reducing the center of gravity and moment of inertia. This, in turn, translates to more stable yet responsive handling and a livelier feel on the trail.

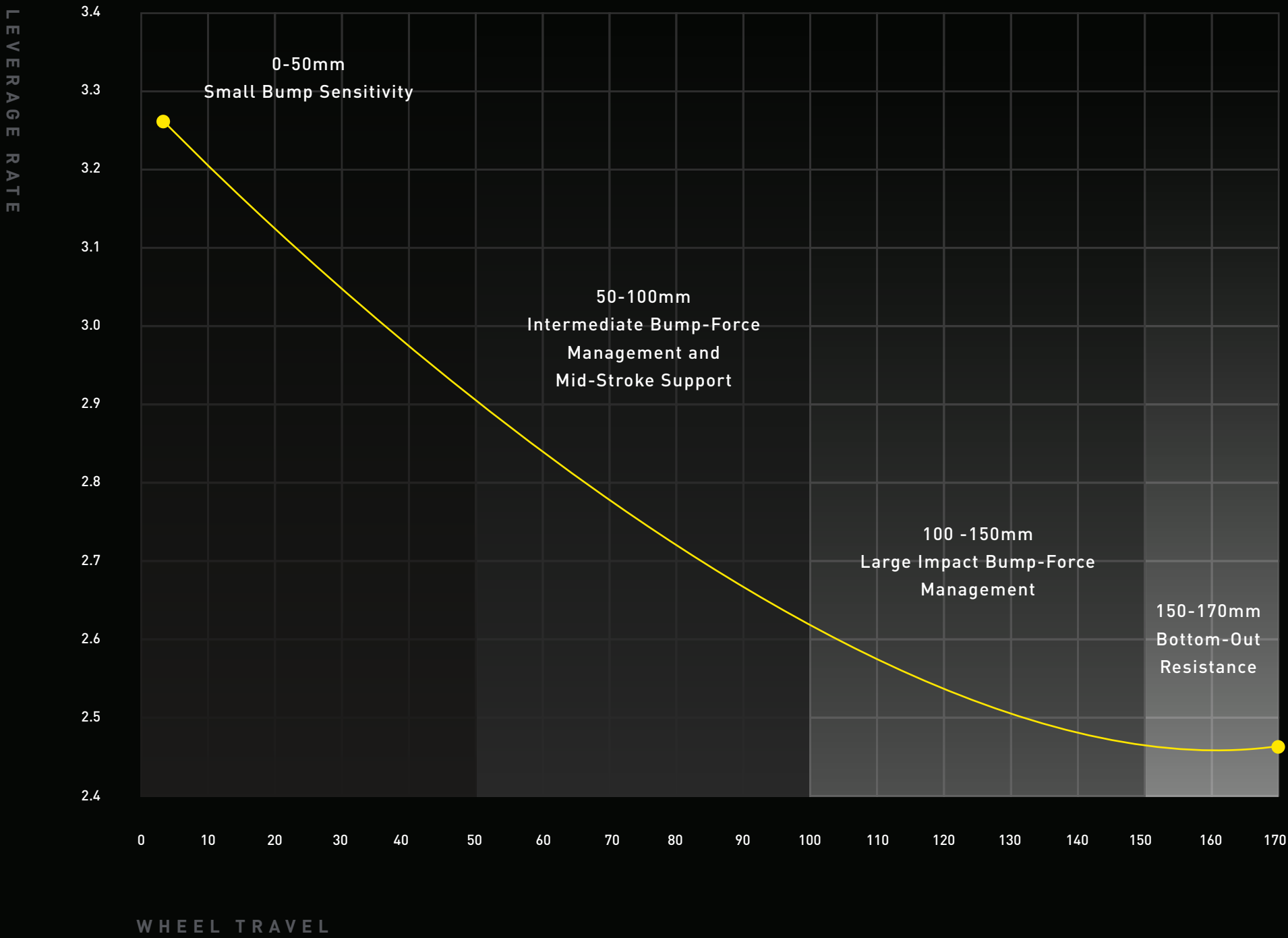
AXLE PATH/ KINEMATICS

The Kenevo SL's axle path is tailored for getting after it. The axle moves rearward in the first third of travel, and then vertically in the mid-travel before arcing to a forward trajectory toward bottom out. To break this down, the rearward path in the first portion of travel allows the wheel to “swing” back with the bump force, decreasing hangup and thereby helping to carry speed. As the bike moves deeper into its travel, where pedaling isn't typical, the forward axle path disconnects chain forces from pedaling forces, allowing the suspension to independently compress in response to input from the trail.



LEVERAGE RATE

Tearing a page from our Enduro’s acclaimed suspension performance handbook, the new Kenevo SL’s leverage rate delivers small bump sensitivity, mid-stroke support, and compliant but controlled full travel when stomping the big hits. The leverage rate is matched by our Rx tuned shock tailored specifically for the Kenevo SL, allowing the suspension to do what it needs to do so you can do what you want to do: shred.





RxTUNE

In order to work in harmony with the extra power available, account for the higher speeds possible, and capitalize fully on the potential of the six-bar kinematics, our engineers burned the midnight oil developing custom valving and spring curves specific to the Kenevo SL.



TURBO SUPER LIGHT SYSTEM

The Turbo Super Light System motor/controller at the core of the Kenevo SL delivers seamless usable power, up to 2x Your rider amplification. Sophisticated algorithms and rider-developed software within the integrated controller respond instantaneously to your pedal inputs, boosting efforts with an incredibly natural, intuitive delivery of up to 240 watts of power and 35 Nm of torque. It's you pedaling, but it's a way stronger version of you—delivering power and torque so smoothly that you find traction in loose, steep terrain where other bikes spin out.

You can sit and spin a cadence of 75 RPM or more for optimal power and efficiency where other, less refined bikes demand you stand and mash the pedals (and your knees). The ability to smoothly and seamlessly control the power delivery is a cornerstone of what makes this bike so great.





MASTERMIND TURBO CONTROL UNIT

The MasterMind Turbo Control Unit (TCU) is the “brain” of the Kenevo Super Light. This is the hardware and software that controls how the motor, battery, bike, and you interact. It allows real-time support tuning while riding, and it displays all relevant data about your bike and ride. The MasterMind TCU also enables over-the-air updates so that as new features and functionality come online, your bike will get even better over time. Finally, MasterMind seamlessly integrates with the Mission Control app for advanced tuning, on-trail diagnostics, and more.

The following is a rundown of the out-of-the-box functionality:

- Over-the-air updates ensure Kenevo Super Light gets better over time
- MasterMind TCU displays remaining charge as an easy-to-read percentage
- MicroTune feature allows on-the-fly adjustment of peak power and support levels in 10% increments
- Personalization of display arrangement (4 choices) and 30 possible data values
- Clock
- “Live Consumption” teaches you how to pedal efficiently by displaying real-time miles (or kilometers) per watt-hour
- Rider Power Value display allows you to see the power you’re putting into the bike
- Heart rate pairing capability to take your training to the next level
- Precision elevation tracking

S-SIZING

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

FIND YOUR S-SIZE

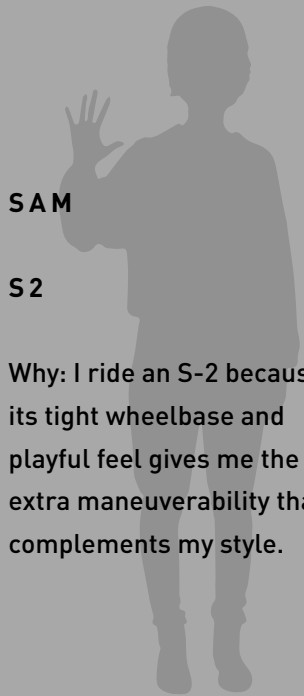
Determining your S-Size is easy. If you rode a Medium before, then S-3 will be your equivalent size. But... if you want a more flickable ride, you'd drop down to an S2. Want a bike that's more stable at speed? Bump up to an S4. Following are examples of three riders, all 5'8" (1.73m), who chose three different sizes.

SIZE DOWN FOR
MORE
MANEUVERABILITY

SIZE UP FOR
MORE
STABILITY

S2	S3	S4	S5
S	M	L	XL
5' 2" - 5' 8"	5' 5" - 5' 11"	5' 8" - 6' 2"	5' 10" - 6' 4"

5'8"
(1.73M)

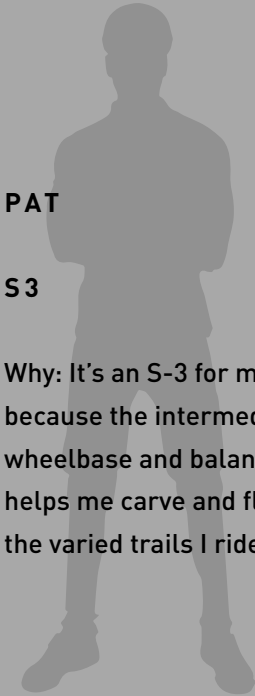


SAM

S2

Why: I ride an S-2 because its tight wheelbase and playful feel gives me the extra maneuverability that complements my style.

5'8"
(1.73M)

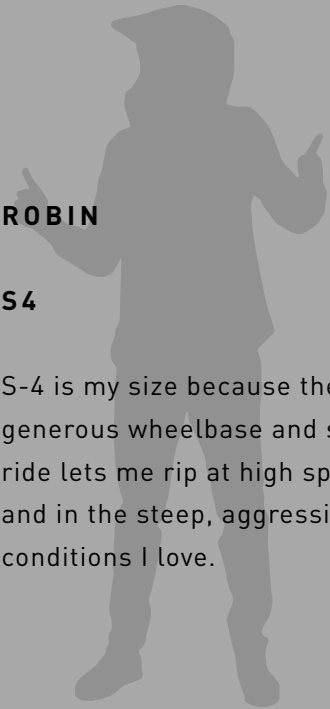


PAT

S3

Why: It's an S-3 for me because the intermediate wheelbase and balanced ride helps me carve and flow on the varied trails I ride.

5'8"
(1.73M)



ROBIN

S4

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

turbó

Download Assets

