Quintana Roo Tech: 2014 PR6

There was One Goal: To create the perfect tri bike for all skill levels for all race course conditions. We decided that a triathlete should never feel like their bike split has to be compromised by different race courses. The PR6 is at home on everything from hilly courses to technical courses to flat, out and back courses.

We’ve seen too many people compromise on the Two Ways to do it: build the most aero triathlon bike ever or build the lightest triathlon bike ever. Why do athletes regularly accept that you can’t have both? The PR6 proves that you can have both.

There are Four Things That make the PR stand Out:

Advanced Aerodynamics: Includes a refined version of Quintana Roo’s renowned offset downtube SHIFT and Leading Edge Absent elements.

Feather Weight: The PR6 is the lightest Superbike frameset available today. In some cases, it is almost 400 grams lighter than competitor’s framesets. Don’t be fooled by the “aero trumps weight in all cases” argument. On the PR6, at mile 75 of the bike, you’ll feel what we mean.

Proven Stability: QR is the only company to use SHIFT Technology in its frames. The QR CD0.1 and Illicito have proven that a more stable bike leads to more confidence at higher speeds, faster bike splits, and new PRs. The SHIFT+ used in the PR6 builds on a technology developed by Quintana Roo and recognized by our industry peers.

An Exceptional Value: An unparalled overall package in the Elite SuperBike Category including wheelset, full electronic i2, Shimano brakes, TriMax Crank, ISM saddle, and Profile aero bars.

A Whole New Dynamic

Finally. A well-rounded and dynamic triathlon bike beyond the wind tunnel; a street smart approach based on plenty of book knowledge and real-world experience. Quintana Roo is proud to introduce the 2014 QR PR, a bicycle alone in approach and backed by a sport-leading heritage of innovation. Light, lively, and responsive in a way largely considered impossible for a dedicated triathlon bike, the PR6 reinvents the expectation of overall ride handling and power-to-pedal efficiency for a bike in the elite tier of aero to drag ratio Superbikes.

Aero Elevated: SHIFT +

Building on the QR’s proprietary SHIFT technology platform, the PR’s offset downtube diverts air from the fork and front of the bike toward the clean, non-drive side of the bike, allowing the airflow...
THREE COMMON SUPERBIKE PROBLEMS SOLVED BY THE PR6

**Poor Handling:** A common consensus among triathletes is how a bike actually feels once it is underneath you. We’re out to prove that a tri bike can feel light, responsive and balanced.

**Slow Acceleration:** It is unacceptable that triathletes just accept the way triathlon bikes accelerate. There are plenty of courses that require acceleration and deceleration at corners, turnarounds and in passing situations.

**Over-Engineered Components:** As Superbikes have gotten more complicated in the marketplace, the average triathlete hasn’t taken enough extra engineering courses to understand how basic adjustments can be made on a tri bike these days. Even worse, you shouldn’t need a dozen different tools to disassemble and reassemble your bike for race travel. The QR PR is the only Superbike with a simple and intuitive design – because your bike shouldn’t frustrate you, especially on race weekend.

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QUINTANA ROO SHIFT TECHNOLOGY

The PR6’s on-board SHIFT technology diverts air to the clean, non-drive side of the bike.

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Super Fast Talk

**Quintana Roo Answers Triathletes’ Questions about the 2014 PR6**

**Q:** Why don’t you have a fully integrated, proprietary aerobar like the other superbikes?

**A:** When discussing this with athletes, many have bar systems that they either really like or have sponsorship requirements to meet. Choice is never a bad thing when aerodynamics and comfort get merged. We have tested and know that some bars are more aerodynamic, but don’t work well for some triathletes. On the other hand some bars that are less aerodynamic offer a wider range of fit, so the rider is actually more comfortable for longer periods of time – which means they are more aero.

**Q:** The front brake is located on the front of the fork. On the CD0.1, it was behind the fork. Why the change?

**A:** The PR6 is a different bike. Choice is one thing people have requested about brakes. We have given them two really nice options – you can use the assortment of Shimano direct-mount brakes available from them or the Magura designs. Options are everyone’s friend.

**Q:** Why doesn’t this bike look as bulky as some of the Superbikes from the other guys?

**A:** The PR6 was designed with attention to how a bike is actually used by triathletes. Wind tunnel results -- available at QRTri.com -- indicate parity across the full Superbike comparison spectrum.

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Quick Acceleration

Out of T1, the PR responds to power applied to the drive train with a reflexive and snappy feel unlike the familiar low-roll of many “forward-only” aero concept bikes initially designed to gather momentum from the downward ramp incline of a road cycling time-trial gate. The PR remains true to QR’s triathlon heritage, designed by a team with an intimate knowledge of transition challenges and real-world course conditions. On course, the PR’s refined race geometry and side profile means greater stability in gusting wind, a more manageable machine, and a greater chance to maintain tucked and aero profile from course start to finish.

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