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A Note About the Specs...

At the time of printing, these specs were as accurate as possible. But like it says in the catalog: "Trek bicycles are equipped with components from sources worldwide. Specifications are subject to change without notice".

So if we changed a bike's headset for some reason, the steerer length listed may be incorrect. The information in these pages is not intended to replace good mechanical skills and practices, just to help good mechanics do their job.

A further note concerning bike weights: Each year we are faced with the request for full bike weights in our specifications. We do our best, but its important to realize that these weights come from show bikes. Many of our suppliers have not built the production pieces we will be using when we produce the real bikes, so we are forced to use mockups or a supplier's estimate of the weight of the real parts.

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"Welcome to Trek Bicycle, the home of the 1999 Tour de France champion, Lance Armstrong, and the U.S. Postal Team."

Yes, we're very proud of Lance and the Postal team. And understandably so. They had an incredible race, showing all the best traits of great sportsmen. The team was dedicated and unselfish in support of Lance. They had many great results, despite riding totally in support of the yellow jersey. And Lance showed himself to be a great champion both on and off the bike.

Speaking of bikes....we're equally prond of our Trek 5500s. The 5500 may be the only bike in the peloton that can be purchased in your store.

Yes, its true that the Postal team rode stock Trek 5500 framesets. The Postal team bikes were not custom bnilt, nor were they specially handled. They were picked and shipped from the Trek warehonse as if your store had ordered them and they were being sent to your shop.

No, not all the Postal bikes were stock. We handbuilt most of the teams custom time-trial bikes, and Lance resorted to an old familiar time-trial frame he was comfortable with.

The only other exception was Tyler Hamilton, who rode a prototype road bike in the Tour. After all, what better place than the Tour to race-test our future developments?

What did the team think of riding stock bikes?

Well, for one thing they were on some of the lightest bikes in the peloton. With legendary OCLV climbing performance, long-distance comfort, and superior handling. On the Tourmalet, Lance showed the Trek 5500 can go uphill. George showed the 5500 can sprint.

And the whole team finished on the same frames they started on, showing both the comfort and durability of the Trek 5500.

OCLV durability made the mechanics happy, but there's more reasons the mechanics love using stock frames.

Lets look at what a bike company goes through to provide custom frames. When a maker's stock frames aren't up to the task, neither the standard tubing nor their everyday manufacturing can be used if higher performance is the goal. Special-order tubesets are used, and special race-room technicians and facilities are called on to build these one-offs.

Then the team mechanics must either drag along duplicates for every team member, or a frame-damaging crash creates a huge fire drill where a complete painted frame has to be made and delivered to a mechanic who has to then assemble it, all in a very rushed manner.

Fortunately, for the Postal team we don't have to build 'better' bikes than we sell to you. Our stock Trek 5500 framesets deliver the performance needed to win the Tour. And we have proof!

Your customer (or you!) can buy the exact same frameset as ridden to victory down the Champs d'Elysee by Lance himself.

Its possible there were other production bikes ridden in the Tour, but only Trek was first in Paris. Way to go, Lance! ICON is a complete line of premium bicycle components. Driven by advanced technology, ICON components are specifically engineered from the ground up to fulfill the requirements of the serious cyclist.

Don't let the magazines' derogatory labeling of "house brand" fool you. Just because something is made (or merely labeled) by an aftermarket company does not make it better. How extensively do you think one of these little companies test their products? We are very thorough in design and testing of all ICON parts. If stronger, lighter, and better fitting parts are important, choose ICON.

Every detail of an ICON component's design is carefully scrutinized by a team of engineers to maximize strength and function, while minimizing weight. As an example, the inner walls of the bar ends, stems and handlebars are butted to shave weight. At the same time careful concentration of material adds durability in key stress areas.

Many ICON components are formed from a proprietary one-piece, cold forging that leaves no welds to break or bonds to fail. This forging leaves grain alignment that is always placed in the direction that will yield the most support. This makes ICON parts over 40% stronger than conventional forgings.

With conventional forging, extensive machining may be required to attain the part's final shape. Like with a CNC'd part, as the machining chisels away material it leaves thousands of tiny stress risers. The ICON forging process gives a very clean final shape with little or no additional machining necessary, further enhancing strength and fatigue resistance.

Fatigue life is increased on the surface as well, using a proprietary finishing process developed by the aerospace industry. A final touch of elegance is added with laser-etched logos which augment the sleek look and are less susceptible to wear than decals or paint.

Because the ICON forging process eliminates extra material, ICON parts are very light with the highest strength-to-weight ratio possible. Still, all ICON products are fully tested for fatigue, energy absorption and impact, so we know they will withstand the stresses of hard riding. As insurance of this quality, all products have a visible date code so that each can be traced to exactly when and where it was produced.

For year 2000, ICON components have been grouped into levels as a naming standard.

Obsidian series

Crankset (new)

Same arms, small ring and middle ring as the Onyx (see below), but with a steel 44T big chainring. Still 9 speed. Steel 22and 32t rings provide flawless shifting and additional durability. Steel chainring bolts. Standard crank attachment bolt.

44/32/22 rings, 9 speed compatible, JIS taper 170 and 175 arms

Onyx series

Bar ends (Formerly Fatty McGee)

An oversized 28.6mm grip tube distributes pressure over a wider area of your hand to increase comfort. Low profile clamp eliminates protruding bolts which can damage the bike frame. ICON proprietary forging process for strength.

139 grams per pair.

ATB handlebars (Formerly Matador)

ICON design in butted 6061 T6 construction.
580mm width 182 grams
25.4mm bar clamp diameter

ATB Riser Bars (Formerly Crevasse)

Like the Graphite ATB Riser bars, but in butted 6061 alloy.

620mm width, 7° bend, 30mm rise 276 grams 25.4mm bar clamp diameter

Road Bars (Formerly Swoop Ergo)

Instead of the traditional curved shape, the Onyx road bars have a flat, ergo drop for a natural, more comfortable feel. The special bend also makes dual control levers easier to reach and operate. Stiffer for big riders or sprinters. 6061 alloy, bulged center.

Widths: 38, 40, 42, 44, 46cm, center to center 284 grams in 42cm width 26.0mm bar clamp diameter

ATB Stem (Formerly Phifteen)

This direct-connect stem features a removable face plate for easy stem changes.

15° rise, 75, 90, 105, 120, 135mm lengths.

Steerer clamp diameter 28.6mm, height 41.0mm.

194 grams in 135mm length

Bar clamp diameter 25.4mm

Seatpost (Formerly Moses)

One-piece forged post of 6061. Differential wall thickness (the sides are thinner than the front and rear) for increased strength and lower weight. Single bolt saddle clamp for easy adjustment. Full ICON treatment of surface treatments and pad printed logo.

250, 300, 350mm lengths, 27.2, 31.6mm diameter. 220 grams in 250mm, 27.2 diameter

Crankset (Formerly Flywheel)

Same arms and big ring as the Graphite crankset. Steel 22and 32t rings provide flawless shifting and additional durability. Steel chainring bolts. Standard crank attachment bolt.

44/32/22 rings, 9 speed compatible, JIS taper 170 and 175 arms

Graphite series

Bar ends (Formerly Maggie)

The wide surface at the upper surface of the ergonomic grip tube distributes pressure over a wider area of your hand to increase comfort. The smaller diameter underneath allows more powerful pull. Low profile clamp eliminates protruding bolts which can damage the bike frame. ICON proprietary forging process for strength without welding, bonding, grinding, or other machining.

99 grams per pair, short bend 109 grams per pair, ski bend

ATB Handlebars (Formerly Ernie)

The 2014 aluminum of the Graphite series is stronger than 6061 T6. By using this high-end alloy with a design that also uses 7° bends for more wrist comfort, butted ends for strength where bar ends clamp, and ICON fatigue-resistant finish

580mm width, 149 grams 25.4mm bar clamp diameter

Road Bars (Formerly Stash Ergo)

Like the Onyx road bar, this is a very comfortable ergonomic bend that better fits the hands. The Graphite series road bar is made from premium 7075 alloy to reduce weight without sacrificing strength.

Widths: 38, 40, 42, 44, 46cm, center to center 254 grams in 42cm width 26.0mm bar clamp diameter

ATB Riser Handlebars (Formerly Diesel)

The multiple bends of downhill bars leave less room for controls and hand space. Instead of making the bars wider, and consequentially heavier, ICON shrunk the center section to give hands more real estate with a minimal weight gain. Butted 2014 alloy.

620mm width, 7° bend, 30mm rise 272 grams 620mm width, 7° bend, 50mm rise 280 grams 25.4mm bar clamp diameter

ATB Direct Connect Stem (Formerly Durante)

This direct-connect type stem is extremely light, even with a removable face plate for easy stem changes.

0° and 7° rises, 90, 105, 120, 135, 150mm lengths. Steerer clamp diameter 28.6mm, height 39.5mm 176 grams in 135mm length Bar clamp diameter 25.4mm

Road Quill Stem (Formerly Bordeaux)

The Graphite quill stem brings to the road stem the engineering and user-friendly features for which ICON is known. A completely redesigned handlebar clamp utilizes a removable front face plate for easy handlebar switches. Add this to the laser etched logo, proprietary surface treatment and super-light hardware, and you get a road stem that is strong, stiff and elegantly simple.

 $0^{\circ},\, \text{-}17^{\circ}$ rises, 60, 70, 80, 90, 100, 110, 120, 130, 140mm lengths

22.2mm insertion, 26.0mm bar clamp diameter 190 grams in 60mm length

Road Direct Connect Stem (Formerly Havanna)

The direct-connect Graphite road stem shares the same new road-specific handlebar clamp as the Graphite quill. The steerer clamp and extension are a continuous piece of 6061 T6 aluminum forged hollow to give longitudinal grain alignment, minimal wall thickness, and no need for a rear weld. The result is an incredibly light and strong road stem with all of the standard ICON touches like proprietary surface finish and laser etched logos.

 0° rise, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140mm lengths

25.4mm steerer clamp, 39.5mm steerer clamp height, 26.0mm bar clamp diameter

146 grams in 80mm length

Seatpost (Formerly Oz)

Same construction as the Onyx seatpost, but lighter with 2014 alloy. Laser etched logo.

 $250,\,300,\,350,\,and\,400mm$ lengths, 27.2 and 31.6mm diameter.

189 grams in 250mm, 27.2 diameter

Crankset (Formerly Crankshaft)

Same arms and 3 anodized alloy rings. Steel chainring bolts. Standard crank attachment bolt.

44/32/22 rings, 9 speed compatible, JIS taper 170 and 175mm arms

 $705 \ \mathrm{grams} \ \mathrm{in} \ 175 \ \mathrm{arms} \ \mathrm{with} \ \mathrm{rings}, \ \mathrm{chainring}$ bolts

Sterling series

ATB Handlebars (Formerly Crushed Velvet)

Constructed from thermoset carbon fiber, the Sterling's butted profile is thin where material is not needed, yet bolstered at the stem clamp and near the ends which eliminates the need for B.E.R.T.s (Bar End Reinforcement Thing). Do not cut Crushed Velvet handlebars to a narrower width.

The seven degree sweep puts hands in a natural angle for a comfortable, relaxed feel.

580mm width, 127 grams 25.4mm bar clamp diameter

ATB Direct Connect Stem (new)

Like the Graphite direct connect stem, but even lighter by eliminating the removable face plate and some strategic material removal.

 0° and 7° rises, 90, 105, 120, 135, 150mm lengths Steerer clamp diameter 28.6mm, height 39.5mm Bar clamp diameter 25.4mm

Road Direct Connect Stem (new)

Like the Graphite direct connect road stem, but even lighter by eliminating the removable face plate and some strategic material removal.

0° rise, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140mm lengths

25.4mm steerer clamp, 39.5mm steerer clamp height, 26.0mm bar clamp diameter

Crankset (Formerly Tork)

The top of the line Sterling monntain bike crankarms are cold-forged 6061 aluminum for optimal strength and then precision-machined to exacting tolerances. The crank taper is CNC'd rather than broached to ensure a perfect chainline. ICON cranks are designed to be used with a 113mm Shimano bottom bracket spindle.

The electroless-nickel plated 7075 alloy chainrings wear longer than anodized aluminum rings, and the hard coating greatly improves shifting performance. The proprietary surface treatment enhances fatigue life. Add in alloy chainring bolts and the JuJu extractor bolts to get one of the strongest, lightest cranks with an ultra-low Q-factor!

44/32/22 rings, 9 speed compatible, JIS taper

4 arm design, 64/104mm PCD

170, 175 and 180mm arms

 $690 \mathrm{\ grams}$ with $175 \mathrm{mm}$ arms, rings, bolts, and JuJu

Misc. ICON parts

De La Sole Clipless Pedal

This new single-sided road pedal shows many of the ICON hallmarks. Minimalist design for ultra light rotating weight and great cornering clearance. SPD-style cleat attachment makes it compatible with virtually every shoe on the market. Plus, the ICON cleats have 6 degrees of float to make them knee friendly.

9/16" pedal spindle 270 grams per pair

Solemate Clipless Pedal

This double-sided ATB pedal uses SPD-style cleats on an ICON designed pedal body. This yields 4° of float. The special body design offers wider shoe contact for increased foot stability. This is especially beneficial when using anything other than top of the line shoes, where the soles are slightly more compliant. The extra support lets the rider put more power into the pedals, and balance better on descents.

Open ball bearings for long bearing life. Double sided adjustment for release tension.

9/16" pedal spindle, 380 grams per pair

Stronghold ATB handlebars

Still high quality 6061 T6 aluminum, but plain gauge.

580mm width, 220 grams 25.4mm bar clamp diameter

ICON Sleeve Ergo Road Bars

Instead of the traditional curved shape, ICON road bars have a flat, ergo drop for a natural, more comfortable feel. The special bend also makes dual control levers easier to reach and operate. 6061 alloy. Sleeved center.

Widths: 38, 40, 42, 44, 46cm, center to center 410 grams in 46cm width 26.0mm bar clamp diameter

Carbon Classic Fork

OCLV carbon composite fork with forged aluminum crown and fork tips, Cro-Moly steerer. The Classic is one of the most comfortable forks on the market, especially well suited for long distance rides, or lighter riders (that's why we made a special 650c version for the WSD road bikes).

Wheel size 700c and 650c

1" headset, threaded or unthreaded Size specific offsets of 38, 43, and 47mm. 450 grams

Air Rail Fork

OCLV carbon composite fork with forged aluminum crown and fork tips, Cro-Moly steerer. The Air Rail is stiffer to resist lateral flex and splay (forward/rearward flex). Although stiffer than the Carbon Classic, the Air Rail's OCLV construction is still more comfortable than most steel or aluminum forks. Excellent fork for heavier riders, or riders wanting crisper handling and rock-solid feel when out of the saddle on hard sprints or climbs.

Wheel size 700c 1" headset, threaded or unthreaded Size specific offsets of 43 and 47mm 540 grams

Requires special long brake nut #950112

Rolf Wheels Wheel Building and Maintenance Guide

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These instructions are to be used as a guide in the maintenance, repair, or rebuilding of a Rolf wheel.

These instructions are intended to be used only by an experienced wheel builder.

Rolf wheel technology advances the state of spoked wheels. Rolf wheels are strong, lightweight, fatigue resistant, and low maintenance.

Rolf wheels are also field serviceable. However, Rolf wheels require great care and precision in their building. While simple maintenance on a Rolf wheel is sometimes easier than working on a conventional wheel, only a skilled and experienced wheel builder should attempt to field-build a Rolf wheel.

Before attempting any Rolf wheel maintenance, you should read the appropriate sections of this manual in its entirety, and watch the Rolf video. Make sure you fully understand this manual and that you have the required tools before proceeding.

Tool List

These recommended tools will improve the quality of your repair or rebuild:

Part Number

| 59603 | Standard spoke wrench |
|-------|---|
| 59607 | Wrench Force Rolf spoke wrench (for Vector Pro only) |
| | Wheel truing stand |
| | Wheel dishing tool |
| 70047 | Tension gauge |
| 70042 | Rolf stressor |
| | Spoke holder |
| 59932 | Wrench Force chain lube |
| 70046 | Loctite [®] 242 |
| | Small mallet |
| | Nylon rod or wood dowel |
| 59757 | Torque wrench, 3/8" drive, lb•in units with a range including 105 lb•in |
| 70043 | Dial runout indicators |
| 70044 | Rolf training video |

Truing a Rolf Wheel

Comparing Rolf wheels to traditional designs

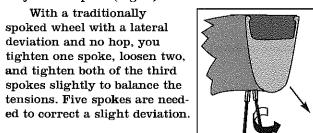
In many respects, truing Rolf wheels is just like truing a traditionally spoked wheel. Each spoke has both a vertical and lateral component to its pulling force. As you tighten a spoke, it pulls the rim radially in towards the hub, and laterally out towards the hub flange. The difference is that on a Rolf wheel, the lateral force is directly opposed by each spoke in a given pair.

Contrast that to a traditionally spoked wheel where each spoke has two neighboring spokes so each section of rim is essentially controlled through three spokes. As you tighten one spoke, it is like trying to bend the rim between the two spokes remaining spokes. A wave of

distortion is passed by each partner, and affects the third spokes out on the rim as well. This is why over-tightening a traditionally spoked wheel will eventually lead to rim failure, commonly known as the potato chip.

When truing Rolf wheels, the paired spoke design gives you more control over both vertical and

lateral rim deviations. If the rim is slightly out of true but very round, you can loosen one spoke, and tighten the other, in the pair closest to the rim deviation (Fig. 2). The rim moves laterally, but not up or down. Since no other spokes are directly affected, you're done. To move the rim down and to the side, you can tighten just one spoke (Fig. 3).

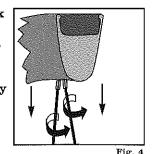


Vertical deviations

If a wheel is true laterally, but out of round, its easy to fix with Rolf paired spokes. To move the rim towards the hub, equally tighten both members of a pair (Fig. 4).

Wheels built in our factory conform to a maximum vertical deviation of 0.4mm (0.015 inches). A 23c tire with 120 PSI will exhibit more out-ofroundness than this.

2000 Trek Bicycle Specifications



With an egg-shaped wheel where 0.3mm height change occurs over 1/2 of the wheel rotation, the outof-roundness may be invisible with a normal truing

With Vector Pros, the same 0.4mm vertical can show up over a very short section of the rim. In either case, the rider will not feel it, nor will it effect the ride of the bike. Consider the much greater magnitudes in the out-of-roundness of a wheel. The tire will be out of round by 1 to 2mm on a 23c tire, more as the casing gets bigger. A rider sitting on the bike with that same 23c tire at 110PSI (7atm or bars) will compress the tire by another 2-3mm.

Tightening nipples- Vector Pro and Vector Comp

When tightening a nipple on a Rolf Vector Pro or Vector Comp, stabilize the bladed spoke to prevent rotation. Grasp each spoke with smooth jawed pliers with the Rolf spoke wrench.

A Word on Spoke Tension

Rolf

lateral forces

One of the benefits of Rolf Paired Spoke Design is the ability to use increased spoke tension without deforming the rim. The increased tension helps reduce cyclic changes in spoke tension as the wheel rotates with the rider's weight applied to it. This greatly increases the fatigue resistance and strength

Another problem of the loose/tight cycle of a spoked bicycle wheel is that a loose spoke has a tendency for its nipple to continue to loosen further. As loose spokes get looser the wheel will require more frequent truing.

A more highly tensioned wheel may help reduce these two problems, but there is a fairly wide range of acceptable overall spoke tension in any wheel. However, the acceptable range of tension deviation within a given wheel is guite narrow. In other words, pay at least as much attention to how even the spoke tension is as to how tight the wheel is overall.

or an adjustable wrench while rotating the nipple

of the wheel.

Spoke replacement

When a spoke breaks in a traditional wheel, its two neighboring spokes pull the rim away from the broken spoke, creating a wobble. The rim also moves radially away from the hub, creating a hop.

These unbalanced forces in a conventionally spoked wheel are quite strong. If nothing else was done to the rim, and the remaining spokes were carefully detensioned and removed, you'd likely find that the rim was actually bent in a gentle (or not so gentle) sine curve. After replacing the broken spoke, the hop and wobble can be usually be trued out, but the spoke tensions will be difficult to balance.

If a spoke breaks in a Rolf wheel, the rim will come very out of true due to the distance between pairs. But the spokes adjacent to the missing spoke are still laterally balanced, so the rim is not bent. To repair the Rolf wheel with a broken spoke, simply replace the spoke and bring it back to tension. Normally you will not need to re-tension any other spokes to have a true wheel.

1. Remove the broken spoke.

Remove the portion of the spoke attached to the hub (for a rear wheel, remove the cassette to do this).

For Vector Pro wheels, remove the tire and/or rim tape.

Remove the nipple from the section of broken spoke.

2. Inspect the wheel components for signs of damage.

Spokes fail for a variety of reasons, some of which may damage the rim at the same time. Look for other damaged spokes, or for signs of rim damage such as denting or bending. If a spoke nipple is deformed, replace it. Inspect the whole wheel. Do not re-use damaged parts.

3. Select the new spoke.

Determine the spoke and nipple to be used corresponding to the particular Rolf wheel model (see Replacement Parts, page 13).

4. Prepare the nipple.

For Vector Pro nipples, lubricate the spoke and the bottom of the nipple that contacts the rim with Wrench Force synthetic oil. Place the Rolf nipple (with the nylock ring first) into the Wrench Force Rolf spoke wrench.

For standard nipples, apply a drop of Loctite to the first 5mm of the spoke threads.

5. Install the new spoke.

Feed the spoke through the hub and into the free hole in the rim. Insert the spoke from the correct side of the hub (follow the existing pattern). Also follow the correct lacing pattern. For bladed spokes, note that the spoke holes are slotted to allow the blade to be inserted easily.

Carefully start the nipple (see <u>Installing Nipples</u> on page 10 for a tip to ease nipple installation in deep aero rims) onto the end of the spoke 3 to 4 turns. Use a blade holder to prevent a bladed spoke from twisting during nipple installation and tensioning.

Note: For Vector Pro wheels with the Rolf self locking nipples, if the Nylock ring in the nipple is not fully engaged, Loetite® 242 should be applied to the threads to cusure proper retention of the nipple.

6. Tension the new spoke

Place the wheel into the truing stand

Increase the tension on the new spoke until the wheel is reasonably true.

7. Stress relieve the new spoke.

If needed, straighten the spoke as shown on page 13 to relieve bending fatigue at the spoke elbow.

8. Confirm all tensions are within final specifica-

Follow the instruction for using the Rolf/Hozan tension gauge. Check all spokes and compare to the Final Tension chart below.

If the wheel spoke tension is out of spec, tension the wheel by following the instructions in Wheel Building: Tensioning and Truing on pages 13-14.

9. Adjust if necessary.

Adjust hop (radial rim deflection) and wobble (lateral rim deflection) to make the wheel round and true.

10. Perform final check

For bladed spokes, adjust all spoke blades to be parallel with the plane of the rim.

Verify that all spoke tensions are within the final acceptable range (see Wheel Building: Tensioning and Truing for information on spoke tensiou)

Wheel Building: Lacing

Reference Terms

When we refer to the left or right side of a wheel, this reference is to the wheel as it would be viewed in the bike, by the rider on the bike.

Pulling spokes on a Rolf rear wheel are on both the left or right side, but in either case they can be identified from the right side of the bike by forming a rearward angle from the top of the hub to the rim.

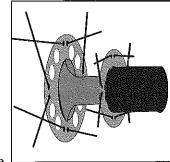
Description of Rolf lacing patterns

Except for the Dolomite Disc, Rolf front wheels use a radial spoking pattern with the spoke heads facing outward in the hub shell. Insert all front spokes from the outside of the hub shell to achieve this lacing pattern. Dolomite Disc front wheels are laced in a two cross pattern.

Rear Rolf wheels, except Vector Pros, use a two

cross pattern with 'normal' alternating spoke head orientation.

Vector Pro rear wheels are laced one cross with all spoke heads on the left side of the hub flanges (Fig. 5). All spokes should be inserted from the left side of the hub. Pulling spokes are on the outside of the cross.



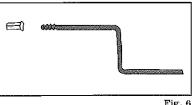
Also remember that unlike conventional hub shells, the drive side spokes are not always the shortest. Refer to the spoke chart in Replacement Parts to get the right length spokes.

Installing nipples

With the standard type nipples found on all Rolf wheels but the Vector Pro, we recommend the use of Loctite[®] 242, a thread locking compound. Before threading a standard nipple onto its spoke, apply a drop of Loctite® to the first 4-5mm of spoke threads.

With the Rolf self-locking nipples on the Vector Pro, place the Rolf nipples in a shallow bath of Wrench Force synthetic oil such that the entire nipple is submerged. This provides important lubrication to both the threads of the nipple and the nipple shoulder where it contacts the rim. It also helps hold the nipple into the Rolf spoke wrench during installation. To insert the Rolf nipples, insert a nipple into the spoke wrench with the Nylock insert going into the tool first.

If the rim has offset spoke holes, identify the right and left spoke holes. Never place a left spoke in a right hole, or vise versa as this could seriously weaken the spoke or nipple.



With deep cross section rims, it can be difficult to install nipples. Here's a trick. Make a nipple driver out of an old 14 gauge spoke. Cut the spoke to a length of about 100mm (4 inches). With a pair of pliers, put two L bends in the spoke (Fig. 6). With a pair of wire cutters, slightly crimp (do not cut!) the spoke threads about 3 or 4 threads from the spoke end. When installing nipples onto the driver, thread them on backwards, so that the wrench flats on the nipple face away from the spoke. Gently thread the nipple onto the nipple driver until you meet resistance at the crimped threads. Then use the nipple driver to reach through the rim and engage the new spoke you are lacing up. The L bends let you quickly rotate the nipple several turns.

Installing bladed spokes

On Rolf Vector Pro wheels, we use a very wide bladed spoke for aerodynamics. This blade will not fit through a normal spoke hole, so we have 'key-slotted' the hub to allow for spoke insertion. Look carefully and you will see the slightly wider section of the hole. Carefully orient the blade to pass through as you lace the wheel.

Tightening nipples with bladed spokes

Bladed spokes are not as stiff torsionally as a round spoke of the same material cross-section. When tightening nipples on bladed spokes, stabilize the spoke to prevent rotation. This windup can damage

Lacing front wheels (radial wheels)

Determine the right side of both the hub and the rim. The right side flange on the hub is determined by looking at the hub logo, which will be in the correct position to be read by the rider on the bike (not upside-down). The 'KAZ' decal is on the right side of

When looking at a front wheel from the right side, the first spoke hole to the right of the valve hole accepts a spoke from the right side hub flange.

After lacing, go to the section Wheel Building: Tensioning and Truing on pages 13-14.

Lacing front wheels (Dolomite Disc)

First note that for a Dolomite Disc front, we use the assymetric rim from the rear wheel. To be correctly oriented it must be opposite the rear wheel; the 'KAZ' decal should face the rotor. To lace this wheel, follow the rear wheel lacing instructions with the disc hub oriented with the rotor mount in place of the freehub (in other words, where the instructions say the right side of the rear hub, instead use the left side of the front hub).

Lacing rear wheels (for Vector Pro, see next sec-

Place the rim on a flat surface with the right side of the rim facing up (the 'KAZ' decal is on the right side of the rim) and the valve hole at the 12 o'clock position; at the far side of the rim (Fig. 7).

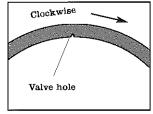
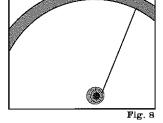


Fig. 7

Spoke #1

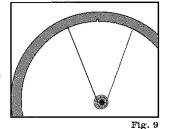
With the right side of the hub flange facing up, pick the spoke hole for the first right side pulling spoke. Insert the spoke from the right side of the hub. At the rim place the spoke in the first right side spoke



hole to the right (in a clockwise direction) of the valve hole (Fig. 8). Carefully thread a nipple onto the spoke 3-4 turns.

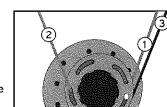
Spoke #2

From the head of the first spoke, count counterclockwise on the hub to the fifth spoke hole (or spoke location in the case of slotted spoke holes that hold two spokes) (Fig. 9). From



the left of the hub, insert this non-pulling spoke. Then attach it to the first right side spoke hole to the left of the rim's valve hole and attach a nipple.

Perform a quick check. On the right side of the hub there should be four spoke holes between the two spokes (Fig. 10). The spoke on the right should be head out, and the spoke on the left should be head in. At the rim between the two spokes, there should be one spoke hole and the valve hole.



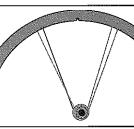
With the wheel in the same orientation sight across the hub from spoke #1 and find the pair of spoke holes in the

Spoke #3

larger flange which most closely line up with spoke #1. In the spoke hole closer to the valve hole, insert a left side spoke from the left side of the hub. At the rim, thread this spoke into the spoke hole between the two spokes already connected to the rim.

Spoke #4

Next, from the right side of the wheel, count counter-clockwise on the left flange five spoke holes from spoke #3. Insert this spoke from the right side and attach it adjacent to spoke #2 at the rim (Fig. 12).



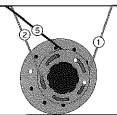
Do a check before proceeding. Look at the right side of the wheel. On the right hub flange, there should be four spoke holes between the two attached spokes. With the valve hole at 12 o'clock, the spoke on the right should be head out, and the spoke on the left should be head in.

Now turn the wheel over. Viewing the left side of the wheel with the left flange up, there should be four spoke holes between the two attached spokes. With the valve hole at 12 o'clock, the spoke on the right should be head in, and the spoke on the left should be head out.

Look at the spokes connected at the rim. Each pair should consist of one spoke from the right flange, and one from the left flange. The pulling spokes (#1 and #3) should both be head out, and the non-pulling spokes (#2 and #4) should both be head-in. There should be no crosses over the valve hole. As you move along the rim, spokes should come from alternating sides of the hub in a left/right/left pattern. If your spokes match this pattern, start the next set with spoke #5 following the same pattern.

Spoke #5

Insert the next spoke from the right side of the hub. It goes through the right flange two spoke holes counter-clockwise from spoke #1 (Fig. 13).



Spoke #5 goes over spoke #2. After inserting the spoke, bow it slightly to the side with your fingers so that you can pull it under the rim and place it over the top of spoke #2. Be careful not to scratch the rim as you pull the spoke through.

Attach this spoke to the rim four spoke holes counterclockwise of spoke #1.

Check to make sure that at the rim there is one spoke hole between spokes #2 and #5. This establishes the pattern for the rest of the wheel, including the crosses. Its advised that you insert and attach all pulling spokes first, since its much easier to lace a heads-in spoke than one that must be threaded through the flange and bent simultaneously. Continue the pattern until lacing is complete.

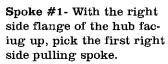
After lacing is complete, check that the pattern has been maintained through out the wheel. If everything checks out, go to Wheel Building: Tensioning and Truing, on pages 13-14.

Vector Pro rear wheel spoke pattern

All spokes in a rear Vector Pro have their heads on the left side of the flanges (Fig. 14).

Place the rim on a flat surface with the right side of the rim facing up (the 'KAZ' decal is on the right side of the rim, and both spoke holes adjacent to the valve hole are right side spoke holes)and the valve hole at the 12 o'clock position; at the far side of the rim (Fig. 15). All reference will be made to the wheel in this position.

Begin the wheel building procedure by placing all the spokes in the hub. Remember: all spoke heads to the left, and make sure the right side spokes are on the right side of the hub. Use the left flange access holes to feed right side spokes through the right flange.



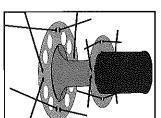
At the rim, place it in the first spoke hole to the right (in a clockwise direction) of the valve hole (Fig. 16). Carefully thread a nipple onto the spoke 3-4 turns.

Spoke #2- At the hub count three spoke holes counterclockwise (Fig. 17). At the rim, place this spoke in the first spoke hole to the left of the valve hole.

Spoke #3- At the hub pick the spoke immediately counterclockwise from spoke #1 (Fig. 18). Spoke #3 is a non-pulling spoke, so goes to the inside of its hub, it goes under (to the

cross. As spoke #3 leaves the

left) of spoke #1. At the rim, place this spoke in the fourth spoke hole to the right of the valve hole.



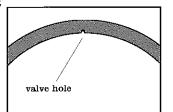
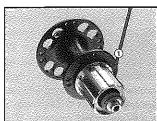
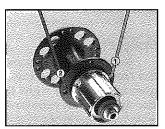
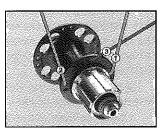
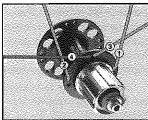


Fig. 15









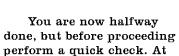
Spoke #4- At the hub pick spoke #4 between spoke #2 and spoke #3 (Fig. 19). This is a pulling spoke, so it goes outside (to the right) of spoke #2. As the rim, spoke #4 goes in the fourth hole to the left of the valve hole.

Spoke #5- Sight across the hub to the spoke hole opposite spoke #3 to spoke #5 (Fig. 20). At the rim this left side spoke goes in the third spoke hole to the right of the valve hole.

Spoke #6- On the left flange, the spoke next to (and left of) spoke #5 is a pulling spoke (Fig. 21). At the rim, it goes in the third spoke hole to the left of the valve hole.

Spoke #7- This left side spoke is opposite spoke #1 (Fig. 22). It crosses to the outside (left) of spoke #5 and at the rim goes in the second spoke hole to the right of the valve hole.

Spoke #8- This non-pulling spoke is found on the left side flange opposite spoke #2 (Fig. 23). It crosses to the inside (right) of spoke #6 and at the rim goes in the second spoke hole to the left of the valve hole.



the rim, both spokes adjacent to the valve hole should be from the right side of the wheel. Of these two spokes, the right (pulling spoke) should be on the outside of its cross, and the left should be under (inside).

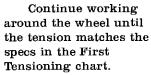
As you count away from the valve hole at the rim in either direction, both spokes 2 and 3 should come from the left flange. These same left flange spokes should cross, with the pulling spokes of each cross to the outside. In the fourth hole from the valve hole (again, in either direction) should be a right side spoke. As with the left side spokes, pulling spokes always cross to the outside.

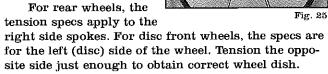
Follow the pattern until the wheel is fully laced, and go to Wheel Building: Tensioning and Truing.

Wheel Building: Tensioning and Truing

Initial tensioning

Place the wheel in a truing stand. By the pairs at the rim, tighten each spoke about 1/2 turn. Follow a star pattern. Tighten the first pair to the right (clockwise) of the valve hole (Fig. 24), then skip the second pair to tighten the third pair (Fig. 25).





| First Tensioni | ng Gar | ige reading/ mm |
|-------------------|--------|-----------------|
| Model | Front | Drive/rear |
| Vector Pro | 40-50 | 60-80 |
| Vector Pro, Araya | 50-70 | 60-80 |
| Vector Comp | 50-60 | 70-90 |
| Vector | 65-80 | 70-85 |
| Propel | 60-75 | 70-85 |
| Urraco | 60-80 | 70-85 |
| Dolomite | 60-80 | 70-85 |
| Dolomite Disc | 60-80 | 70-85 |
| Satellite | 70-95 | 90-115 |

Stress relieve the spokes

As a wheel rotates with the rider on the bike, the stress on each spoke changes. If a spoke does not take a straight line from the hub to the rim, it will work as a spring. As the stress on the spoke increases or decreases, it will exhibit more or less of a curve. This flexing is one of the primary sources of fatigue failure in spokes. To eliminate this flex, the spoke must take a

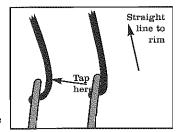


Fig. 26

straight line from the hub to the rim. Examine the spokes in your wheel. If they are not straight, fix this now by following these instructions.

Support the wheel on a flat surface with the right side facing up. Place the nylon punch on the first spoke about where the spoke leaves the hub flange (Fig. 26). Firmly tap the punch with a small mallet to make the spoke nearly conform to the shape of the hub flange (Fig. 27). Repeat this for all spokes. After this operation, spoke tension may be greatly reduced.

Second tensioning

Continue tensioning the wheel following the star pattern. This will take at least two revolutions of the wheel to achieve the specs in the Second Tensioning chart.

| Second Tension | ning Ga | uge reading/mm |
|-------------------|----------------|----------------|
| Model | Front | Drive/rear |
| Vector Pro | 50-60 | 80-90 |
| Vector Pro, Araya | 70-90 | 80-110 |
| Vector Comp | 60-70 | 90-100 |
| Vector | 80-95 | 85-100 |
| Propel | 70-85 | 85-100 |
| Urraco | 80-95 | 85-100 |
| Dolomite | 80-95 | 85-100 |
| Dolomite Disc | 80-95 | 85-100 |
| Satellite | 95-110 | 115-120 |

After the second tensioning, check the wheel dish using a wheel dishing tool. If the wheel is not dished, place it in a truing stand. Tighten one spoke and loosen the other from each pair.

While working on the dish, also correct any hop and wobble (vertical and lateral rim deviations) to +/-0.5mm.

Third Tensioning

Follow the star pattern to achieve the Third Tensiou figure shown in the Third Tensioning chart.

| Third Tensioning Gauge reading/mm | | | | | | | |
|-----------------------------------|---------------------|------------|--|--|--|--|--|
| Model | Front | Drive/rear | | | | | |
| Vector Pro | 75-85 | 95-110 | | | | | |
| Vector Pro, Araya | 90-100 | 110-125 | | | | | |
| Vector Comp | 85-100 | 100-120 | | | | | |
| Vector | 100-120 | 115-135 | | | | | |
| Propel | 85 - 100 | 115-135 | | | | | |
| Urraco | 100-120 | 115-135 | | | | | |
| Dolomite | 100-120 | 115-135 | | | | | |
| Dolomite Disc | 100-120 | 115-135 | | | | | |
| Satellite | 110-130 | 120-140 | | | | | |

Stress Relieve the Wheel

Follow the instructions for using the Rolf Stressor on page 17 and stress both sides of the wheel.

Truing

After stressing the wheel, again check the wheel for hop, wobble, and dish. Correct any hop and wobble (vertical and lateral rim deviations) to +/- 0.5mm.

Fourth Tensioning

Follow the star pattern and bring the wheel up to the tensions specified in the Fourth Tensioning chart.

| Fourth Tensio | ning | Gauge reading/mm |
|-------------------|---------|------------------|
| Model | Front | Drive/rear |
| Vector Pro | 85-95 | 120-130 |
| Vector Pro, Araya | 100-155 | 125-145 |
| Vector Comp | 110-130 | 125-150 |
| Vector | 120-145 | 135-155 |
| Propel | 100-120 | 135-150 |
| Urraco | 120-145 | 135-155 |
| Dolomite | 120-145 | 135-155 |
| Dolomite Disc | 120-145 | 135-155 |
| Satellite | 130-155 | 140-165 |

Stress Relieve the Wheel

Use the Rolf Stressor and again stress both sides of the wheel.

Truing

After stressing the wheel, again check the wheel for hop, wobble, and dish. Correct any hop and wobble (vertical and lateral rim deviations) to +/- 0.5mm.

Perform final check

Check the wheel for hop, wobble, and dish. Correct any hop and wobble (vertical and lateral rim deviations) to +/- 0.5mm.

For bladed spokes, adjust the spokes so the blades are parallel with the plane of the rim. Use the spoke wrench and phers or other tool together to prevent nipple rotation.

Verify that all spoke tensions are within the acceptable range of the Final Tension chart. Also make snre the spoke tension is as even as possible for each side of the wheel.

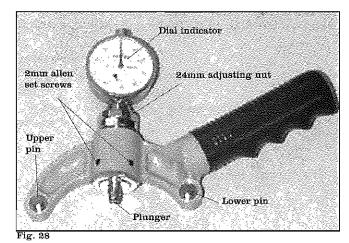
| Final Tension | Ga | uge reading/mm |
|-------------------|---------|----------------|
| Model | Front | Drive/rear |
| Vector Pro | 80-100 | 115-135 |
| Vector Pro, Araya | 90-115 | 120-145 |
| Vector Comp | 100-135 | 110-155 |
| Vector | 115-150 | 125-160 |
| Propel | 85-120 | 125-160 |
| Urraco | 115-150 | 125-160 |
| Dolomite | 115-150 | 125-160 |
| Dolomite Disc | 115-150 | 125-160 |
| Satellite | 120-160 | 130-170 |

Calibration of Rolf Spoke Tension Gauge

Rolf custom tension gauges

Rolf has worked with Hozan to make a special gauge that is more accurate at the higher spoke tensions used on Rolf wheels. Each Rolf/Hozan gauge comes with a specific calibration bar for that gauge, with matching ID numbers on the gauge and bar. To obtain an accurate measurement, only a Rolf/Hozan tool calibrated with its specific calibration bar will work. Standard Hozan gauges are not appropriate for making these measurements.

Calibration of the gauge should be done once a week. If the gauge is used frequently, or has been dropped or damaged in some way, it may be necessary to recalibrate it more frequently.



Follow these instructions whenever spoke tension on a Rolf wheel needs to be evaluated. It is important to note that incorrect usage of the gauge, even in experienced hands, can result in a wide fluctuation of readings. To successfully measure correct spoke tension, it is very important that the gauge be correctly calibrated, then used in an appropriate manner.

Required tools

Special Rolf/Hozan spoke tension gauge Calibration bar 2mm allen wrench 24mm end wrench

Calibrate the Gauge

- 1. Verify the dial indicator (Fig. 28) reads 0.00 at rest. If not, rotate the dial faceplate until gange reads correctly. Make this adjustment before every reading to ensure correct measurement.
- 2. Hook the calibration bar (Fig. 29) over the npper pin and make sure the pin is at the top center of the calibration bar hole.
- 3. Rotate the calibration bar toward the lower pin nntil it contacts the lower pin.
 - 4. Record the value shown on the indicator dial.
- 5. Repeat this procedure four more times, recording the value each time.

With a properly calibrated gauge the average of

the five readings should be within +/-0.03mm of the number engraved ou the calibration bar. If your results do not meet these specifications, the gauge requires adjustment as covered in the next section.

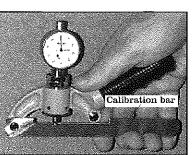


Fig. 2

Adjust the Gauge

- 1. Loosen the two 2mm allen set screws.
- 2. Turn the 24mm adjusting nut on the gauge handle to adjust the reading.
- Note: Do NOT loosen or remove the indicator from the gauge body.
 - 3. Tighten the two 2mm allen set screws.
 - 4. Repeat the procedure Calibrate the Gauge.

Wheel Building: Measuring Rolf spoke tensions

Measuring Spoke Tension

1. Establish a point on the spoke for the type of spoke being measured.

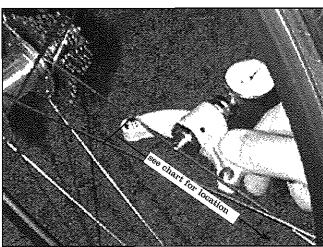
Gauge pin contact points by spoke type

DT RevolutionBoth pins on 17g section Bladed spokesBoth pins on blade section

All others

Lower pin 10mm from edge of rim

- 2. With the handle of a calibrated Rolf/Hozan gauge pointing toward the rim, place the gauge upper pin on this point (Fig. 30) and push the gauge toward the spoke until the lower pin just touches the spoke. Do not press the lower pin into the spoke, as this will alter the gauge reading.
 - 3. Note the value on the dial indicator.
- 4. Release the gauge. Reposition the gauge by rotating it slightly around the spoke.
- 5. Repeat steps 1 through 4 until you have found the lowest possible gauge reading for that spoke.
- 6. Compare the gauge reading to the spoke tension specifications. If the tension is out of specification, re-tension the spoke or wheel accordingly.



Determining Spoke Gauges on Vector Pro Wheels

Early production of Rolf Vector Pro wheels used a different spoke gauge than is currently used. The heavier gauge of the earlier spoke will register a higher reading on the Rolf/Hozan tension gauge.

To determine which gauge spoke is in the wheel you are servicing measure the spoke near the elbow, where it is a round cross section, with a pair of vernier calipers.

If you cannot determine the spoke gauge with this method, a less accurate alternative is to refer to the rim in the wheel. Current production with 2.0mm spokes uses a welded rim with machined braking surfaces. The early production with 2.2mm spoke end (at the elbow) used an Araya pinned construction rim with no machining on the braking surface.

Wheel Building: Stressing

Note: Before stressing a wheel, always make sure it is at the correct tension.

Stress the wheel

Turn the threaded rod (also called a jack screw, see Fig. 31) to raise the PVC cup up as high as required to insert the wheel.

Place the wheel under the cup. Center the wheel on the base.

Turn the threaded rod by hand until the cup rests against the hub. Make sure the flange is centered under the cup.

Use a torque wrench set at 85 lb•in. Rotate the threaded rod until you have reached the preset torque.

Stress the other side

Loosen the threaded rod until the PVC cup clears the hub.

Repeat the stressing procedure on the opposite side of the wheel.

Note: The 105 lb in setting is used for both the first and second stresses.

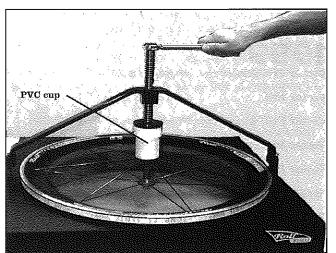


Fig. 31

Rolf Replacement parts

| Model | size rim type | spok | ke length | spoke type | nipple |
|--|--|------|-----------------------|--|----------------------------------|
| | | ri | ight left s | ride | |
| 1999 | | | | | |
| Vector Pro, Araya rim | 700c clincher | | 283 289 287 | DT Blade 2.2 | Rolf alloy (2.0) w/4mm washer |
| Vector Pro | 700c clincher | | 280 286 284 | DT Blade 2.0 | Rolf alloy (2.0) |
| Vector Pro, Araya rim | 700c tubular | F 2 | 285 291 289 | DT Blade 2.2 | Rolf alloy (2.0) w/4mm washer |
| Vector Pro, Araya rim | 650c clincher | F 2 | 257 263 261 | DT Blade 2.0 | Rolf alloy (2.0) w/4mm washer |
| Vector Pro, Araya rim | 650c tubular | F 2 | 257 265 263 | DT Blade 2.0 | Rolf alloy (2.0) w/4mm washer |
| Vector Comp | 700c clincher | F 2 | 270 288 290 | DT Aero 2.0/1.3 | Brass 14g (2.0) |
| Vector | 700c clincher | F 2 | 278 288 287 | DT Competition 14/15 (2.0/1.8) | Brass 14g (2.0) |
| Vector, 135 OLD | 700c clincher | F 2 | 278 288 287 | DT Competition 14/15 (2.0/1.8) | Brass 14g (2.0) |
| Vector | 650c clincher | F 2 | 252 263 262 | DT Competition 14/15 (2.0/1.8) | Brass, 14g (2.0) |
| Propel | 26" clincher | F 2 | 250 262 261 260 | DT Competition 14/15 (2.0/1.8) | Alloy, 14g (2.0) |
| Dolomite | 26" clincher | F 2 | 250 250 261 260 | DT Competition 14/15 (2.0/1.8) | Brass 14g (2.0) |
| Dolomite Disc | 26" clincher | F 2 | 263 261 261 260 | DT Competition 14/15 (2.0/1.8) | Brass 14g (2.0) |
| 2000 | | | | | |
| Starting in model year 2 Vector Pro | 2000, spoke lengths : 700c clincher | | n a rim decal. 280 | DT Blade 14 (2.0) | Rolf alloy (2.0) |
| Vector Pro | 700c tubular | | 286 284 282 | DT Blade 14 (2.0) | Rolf alloy (2.0) |
| Vector Pro | 650c clincher | | 289 287 254 | DT Blade 2.0 | Rolf alloy (2.0) |
| Vector Pro | 650c tubular | R 2 | 261 259 258 | DT Blade 2.0 | Rolf alloy (2.0) |
| Vector Comp | 700c clincher | R 2 | 264 261 270 | DT Aero 2.0/1.3 | Brass 14g (2.0) |
| Vector Comp | 650c clincher | R 2 | 288 290 244 | DT Competition 14/15 (2.0/1.8) | Brass, 14g (2.0) |
| Vector | 700c clincher | R 2 | 263 263 278 | DT Competition 14/15 (2.0/1.8) | Brass 14g (2.0) |
| Vector, 135 OLD | 700c clincher | R 2 | 288 287 278 | DT Competition 14/15 (2.0/1.8) | Brass 14g (2.0) |
| Vector | 650c clincher | R 2 | 288 287 252 | DT Competition 14/15 (2.0/1.8) | Brass, 14g (2.0) |
| Propel | 26" clincher | R 2 | 263 261 252 | DT Revolution 14/17 (2.0/1.4) | Alloy, 14g (2.0) |
| Dolomite | 26" clincher | R 2 | 261 260 250 | Comp 14/15 (2.0/1.8)/Revolution 14 DT Competition 14/15 (2.0/1.8) | |
| Dolomite Disc | 26" clincher | R 2 | 261 260 263 261 | DT Competition 14/15 (2.0/1.8) | Alloy 14g (2.0) |
| Urraco | 26" clincher | R 2 | 261 260 252 | DT Competition 14/15 (2.0/1.8) | Alloy 14g (2.0) |
| Satellite | 26" clincher | R 2 | 261 260 254 | DT 14g (2.0) | Brass 14g (2.0) |
| Danettine | 20 chilener | _ | 265 263 | D1 14g (\$.0) | Di ass 14g (2.0) |

Note: For Vector Pro wheels with the Rolf self locking nipples, if the Nylock ring in the nipple is not fully engaged, Loctite[®] 242 should be applied to the threads to ensure proper retention of the nipple.

For equivalents, 14g = 2.0mm, 15g = 1.8mm, and 17g = 1.4mm.

Who is the new STP for?

The STP is a great suspension bike for someone who wants the efficiency and low weight of a hard-tail, but some extra comfort and control in rough terrain. Another answer is if they like to climb standing, but want full suspension, this is the bike.

What makes the STP special?

With an STP, you get an ultralight bike with fully tunable suspension. And no rear suspension maintenance.

What does STP mean?

The STP means Soft Tail Pro. Soft Tail is a suspension bike without pivots. Pro because the STP is designed with Trek's proven Pro geometry.

How much does it weigh?

4.10 pounds (1860 grams), including the frame and shock mount hardware. That makes it one of the lightest full suspension bikes made.

Aren't there other soft tail bikes already on the market?

Yes, but the STP is unique. First, it has the "go fast" feel of OCLV. And second, it offers real quality suspension.

What

How do you mean "real quality suspension"?

Previous attempts at soft tail rear suspension have had very limited travel. They use the same kind of elastomer springs used in suspension forks about 5 years ago. And often they can't be tuned without disassembling the bike.

The Trek STP gives 35mm of travel, not a lot less than some linkage bikes on the market. And it uses a RockShox SID rear shock, so you get the benefits of an air spring, an air negative spring, and adjustable rebound damping. You can easily tune it on a ride with just an air pump. And its range of tuning is practically infinite.

Wouldn't it be easier to just stick a suspension seatpost into a 9.8?

Its certainly easier to add a suspension post to a hardtail. But the benefits aren't the same.

With a suspension seatpost, you don't have the range of suspension adjustment that the SID offers. You also don't get the pedaling efficiency, since the saddle is moving up and down on a suspension seatpost, changing the distance from the saddle to the pedals. Finally, the suspension seatpost is really a comfort item, since it doesn't suspend the bike.

With the STP, you get the enhanced traction of real suspension, even when standing. Unsuspended weight is less, so the bike can react better. And you can sit in the saddle and power, since the leg length of the bike isn't changing.

Why is OCLV better?

First there's the ride. OCLV makes a bike feel fast. Probably because of the extremely low weight. But also because of the Trek engineers' ability to tune the ride. OCLV can be forgiving over bumps, but really rigid when you're out of the saddle stomping up a hill

Second, a properly designed carbon fiber structure has a virtually infinite fatigue life. That's what lets us make a soft tail with so much travel. Welded metals just can't take it.

Didn't Trek have problems with broken chainstays on OCLV mountain bikes?

After the first year of our OCLV mountain bikes (1993), we found that we had a process problem in making the bottom bracket lug. When the carbon fiber was inserted into the mold, it sometimes got wrinkled or folded, even if the operator was being very careful. This created a stress riser right at a place the carbon was already being wrapped around a tight corner.

Since it took a manufacturing problem to show up what would later be considered a design problem, neither our FEA analysis, nor our test bikes, had any problems. It didn't happen to all bikes, so it took us some time to figure out what was happening.

When we finally determined exactly what the problem was, we immediately took several steps and fixed it completely. First, we redesigned the bottom bracket lug to get rid of the tight corner. With the sharp corner gone, the operators no longer had problems with the carbon fiber layup. Now, even if you intentionally forced the carbon fiber into a fold, the carbon was in a much stronger orientation. But we also added more material to increase the strength. Since the redesign of the bottom bracket lug, we've had no problems in the area.

Why didn't Trek use the 9.8 frame for the STP?

The 9.8 uses aluminum chainstays with a tall vertical section. They do not allow the proper flex, nor the fatigue life, needed to execute the STP design.

How should I set up the STP?

First, establish the correct sag, which should be about 2 to 3mm at the rear shock, and be the same at the fork. For the rear shock, this usually takes 20-35% of body weight in PSI (Body weight in Kg x 0.04 = Pressure in Atm or BARs). Racers will likely want a stiffer setup, with no sag or just one millimeter.

Use an equal pressure in the SID's negative chamber, or 10 to 15PSI (.7 to 1.0 atm or bars) less. Using more negative spring will add sag and increase small bump compliance.

We recommend using the least damping possible, just enough that the bike doesn't rebound too hard after a compression and 'buck you off'.

What does the STP compare to?

The STP has neutral pedaling because the leverage ratio is so low, combined with the angle the shock is at relative to the chain force. It takes much much more pedal force to even begin to effect the shock so the STP climbs like a hardtail.

The STP has the good handling manners of a hardtail because overall it is closer to a hardtail than a full suspension design. There are no pivots, linkages, or similar areas that can introduce flex. So, you get the benefit of a hardtail in lateral rigidity with the benefit of suspension in the vertical direction.

The STP steers like Trek's other Pro Geometry bikes, and has the stability in rough terrain, because it is Trek Pro Geometry.

The STP has the comfort and added traction of rear suspension without the weight, complexity and maintenance. No worrying about those little pivots. No flex or squeaking.

The STP feels like a hardtail, until the suspension is needed to smooth the trail. Think of the STP as a more comfortable 9.9, and one that makes technical riding a bit easier.

How does the STP compare to a URT?

Early bikes with an URT (Unified Rear Triangle) had a rear triangle without pivots. Some later versions had a 'fixed drivetrain', where there were no pivots between the bottom bracket and the rear axle,m but there were pivots elsewhere in the rear triangle. In both cases, this makes the drivetrain efficient by preventing chain tension from activating the shock. By either definition the STP offers complete drivetrain efficiency, and essentially is a URT!

If the STP is an URT, can you compare it to the Trek Y bike?

The Y offered more rear wheel travel, desirable for some types of riding or riders. But an athletic rider can absorb a lot of shock with their legs by standing. That's the STP rider.

The STP is really best at decreasing fatigue and adding control by taking the edge off bigger bumps. Its not going to totally make them go away like some longer travel suspension systems try to do. Its not a comfort bike, but a performance ride completely suitable for cross country racing in weight, climbing performance, and out of the saddle pedaling.

If its a URT, how much does the saddle move relative to the bottom bracket?

None. They are rigidly fixed together by the seat tube.

Fitting the STP

The STP is designed to be ridden with little or no sag. This isn't a plush, comfy bike, but instead a hardtail with suspension. The distance from the bottom bracket to the saddle does not change.

Mechanic's Specs and Notes Seatpost

STP frames are designed to accept 27.2mm seat posts with a tolerance of 27.10 to 27.20mm outer diameter. Measure the seatpost for conformity to this tolerance prior to installation.

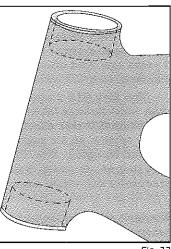
With OCLV frames, do not grease the seatpost. OCLV bikes have a fiberglass sleeve bonded into their carbon seat tube. This sleeve prevents galvanic corrosion of the seatpost and carbon, so no grease is needed, nor recommended. If grease is applied, it may be very difficult to get adequate clamping force to hold the seatpost. If you have accidentally greased an OCLV frame, use a cloth with some degreaser to remove the grease, using normal caution to protect bearings and paint.

Bottom bracket

Be sure bottom bracket threads are clean and well greased before insertion. Failure to do so may cause galling of the threads.

Removing Headset Cups

When removing an headset in an OCLV frame, make sure the headset removal tool is engaging the headset cup. OCLV framesets do not utilize a continuous headtube. but instead use two short inserts to support the headset cups. If the headset tool is outside the insert rather than inside the insert and pressing on the cup, frame damage can result.



Fîg. 32

STP Parts list

Replaceable derailleur hanger

980116

Our Price: \$

STP 400

| | tanan arang menganya <u>an</u> arang | | | • | |
|----------------------------|--|------------|--------------------------------|--|---------------------|
| Main tubes | Trek design OCLV | carbon | | MERCAN CONTRACTOR CONT | 24 34 46 |
| Stays | | | | | 12 52 74 101 |
| Fork | | | | 63mm travel | |
| Rear shock | | | adjust | 22mm stroke, 35mm rear wheel travel | 14 45 64 86 |
| | | | • | 144mm overall length, 7/8" end x 1.0"0.D. | 16 39 56 75 |
| Headset | WT8 Momentum | AL Thre | adless | 25.4/34.0/30.0, 30.6mm stack | 18 35 50 67 |
| Handlebars | | | | 25.4mm clamp diameter | |
| Stem | | ect con | nect | 39.5mm steerer clamp height | 20 31 45 60 |
| Grips | | | | | 23 27 39 52 |
| Shifters | - , | pidFire S | iL . | | 26 24 34 46 |
| Front derailleur | | _ | | Top pull, Plate style | |
| Rear derailleur | 1 | | | | 30 21 30 40 |
| Brakes Brake levers | Avid Single Digit | mag, iine | ear puii | Into are to d broke /obiff | 34 19 26 35 |
| Crankset | Shimano XTR 4 a | rm 16/2 | 1/2/ | Integrated brake/shift 112/68 mm bolt hole circle | |
| Bottom bracket | | |) + /2 + | 73 x 116 | 25.3 lb. |
| Pedals | | | P22 | 9/16" axle | 11.49 kg. |
| Cassette | | | 033 | 9spd | |
| Chain | 4 7,,, | | | 108 length, 9 speed | |
| Front wheel | Rolf Propel | | | Velox 19mm rimstrip | |
| Front tire | Bontrager Super | X, 127tp | i, folding | 49/48 | |
| Rear wheel | | | - | HyperGlide cassette, 8/9spd, 135mm | O.L.D. |
| | | | | Velox 22mm rimstrip | |
| Rear tire | | | i, folding | 49/48 | |
| Tubes | | | -> -0 . | 20 l D/' (# l | J. 2 D |
| Spokes | DT Rev 14/17G (14 | 4/15 driv | e), alloy nips | _ · · · · · · · · · · · · · · · · · · · | oke 2 Rear |
| Saddle | | Cal Tilla | athar | 252 261/26 | 60 rear (D/ND) |
| Seatpost | | | eatner | 27.2mm diameter | |
| Seat binder | | | | 35.0 clamp diameter | |
| | 2 water bottle m | | | 33.0 clamp diameter | |
| Colors | | | White/blue de | •cal | |
| | | | | | |
| | | | | | |
| | | | | | |
| Frame sizes | М | L | XL | | |
| Handlebar width | 560 | 560 | 560 | | |
| Stem length | 135 | 135 | 150 | | |
| Stem angle Crank length | -7 | -7 17 F | -7 175 | | |
| Seatpost length | 175 300 | 175 350 | 175 350 | | |
| Steerer, mm | 192 | 205 | 241 | | |
| | 1,72 | 203 | £ 4 1 | | |
| Fork length | 413 mm | axle-cro | wn race | | |
| Head angle | 71.0 | 71.0 | 71.0 | | |
| Seat angle | 73.0 | 73.0 | 73.0 | | |
| MM Standover | 741 | 764 | 799 | | |
| Seat tube | 457 | 495 | 533 | | |
| Head tube | 110 | 123 | 159 | | |
| Eff top tube | 591 | 594 | 600 | | |
| Reach | 705 | 715 | 735 | | |
| Chainstays | 424 | 424 | 424 | | |
| BB height Offset | 298 42 | 298 42 | 298 42 | | |
| Trail | 71 | 71 | 71 | | |
| Wheelbase | 1060 | 1063 | 1070 | | |
| | "" | .000 | 1010 | | |
| IN Standover | 29.2 | 30.1 | 31.5 | | |
| Seat tube | 18.0 | 19.5 | 21.0 | | |
| Head tube | 4.3 | 4.8 | 6.3 | | |
| Eff top tube | 23.3 | 23.4 | 23.6 | | |
| Reach | 27.8 | 28.1 | 28.9 | | |
| Chainstays | 16.7 | 16.7 | 16.7 | | |
| BB height | 11.7 | 11.7 | 11.7 | | |
| Offset | 1.7 | 1.7 | 1.7 | | |
| Trail | 2.8 | 2.8 | 2.8 | | |
| Wheelbase | 41.7 | 41.9 | 42.1 | *** | |

| | | | | | territoria de la compansión |
|----------------------------|----------------------------------|--------------------|-------------------|---|--|
| Main tubes | Trek design OCLV | carbon | | | 22 32 44 |
| Stays | Trek design OCLV | | | | |
| Fork | RockShox SID XC | | | 80mm travel | 11 52 76 105 |
| Rear shock | | | diust | 22mm stroke, 35mm rear wheel travel | 12 48 70 96 |
| | Trockenok GIB W/ | | -, | 144mm overall length, 7/8" end x 1.0"O.D. | 14 41 60 82 |
| Headset | Dia-Compe SA Ah | eadset. a | allov | 25.4/34.0/30.0, 27.0mm stack | |
| Handlebars | ICON Graphite | | , | 25.4mm clamp diameter | 16 36 52 72 |
| Stem | ICON Graphite, dir | rect conr | nect | 39.5mm steerer clamp height | 18 32 47 64 |
| Grips | Bontrager Ergo | | | • | 21 27 40 55 |
| Shifters | Shimano Deore X | T RapidF | ire SL | | |
| Front derailleur | Shimano Deore X | Т | | Top pull, Plate style | 24 24 35 48 |
| Rear derailleur | Shimano XTR SGS | 5 | | | 28 21 30 41 |
| Brakes | Avid Single Digit 2 | 20, lineaı | r pull | | 32 18 26 36 |
| Brake levers | | | | Integrated brake/shift | |
| Crankset | , , , | | 32/22 | 64/104 mm bolt hole circle | 25.3 lb. |
| Bottom bracket | | | | 73 x 113 | 11.49 kg. |
| Pedals | Bontrager RE-1, cl | • | | 9/16" axle | |
| Cassette | | 32 | | 9spd | |
| Chain Front wheel | | | | 108 length, 9 speed | |
| Front wheel | | V 1074-: | folding | Velox 19mm rimstrip | |
| Rear wheel | Bontrager Super-X Rolf Urraco | ∧, 1∠/τpi, | iolaing | 49/48 HyperGlide cassette, 8/9spd, 135mm (| n |
| ivea) wiicei | KOII OTTACO | | | Velox 22mm rimstrip | U.L.D. |
| Rear tire | Bontrager Super-7 | Y 127tni | folding | 49/48 | |
| | Presta valve, ultra | | iolality | マン/サ ひ | |
| Spokes | DT 14/15G butted | | allov nins | 20 spoke Radial Front 24 spo | ke 2 Rear |
| | D1 14/150 butted | Stuffics | s, unoy mps | | O rear (D/ND) |
| Saddle | Bontrager FS 200 | 00 Gel. 0 | ro-Moly/leat | | o real (b/14b) |
| | ICON Graphite, 20 | | ,, 0 11,01,7,1000 | 27.2mm diameter | |
| Seat binder | Alloy w/integral b | olt | | 35.0 clamp diameter | |
| | 2 water bottle mo | | | | |
| | Red Nude / Black | | hite/black de | ecal | |
| | | | | | |
| | | | | | |
| | | | | | |
| Frame sizes | M | L | XL | | |
| Handlebar width | 580 | 580 | 580 | | |
| Stem length | 135 | 135 | 150 | | |
| Stem angle Crank length | -7 | -7 1 7 5 | -7 175 | | |
| Seatpost length | 175 300 | 175 350 | 350 | | |
| Steerer, mm | 192 | 205 | 241 | | |
| accien min | 174 | 203 | ८ ₩। | | |
| Fork length | <i>42</i> 7 mm | axle-cro | wn race | | |
| Head angle | 71.0 | 71.0 | 71.0 | | |
| Seat angle | 73.0 | 73.0 | 73.0 | | |
| MM Standover | 741 | 764 | 799 | | |
| Seat tube | 457 | 495 | 533 | | |
| Head tube | 110 | 123 | 159 | | |
| Eff top tube | 591 | 594 | 600 | | |
| Reach | 706 | 715 | 736 | | |
| Chainstays | 424 | 424 | 424 | | |
| BB height | 298 | 298 | 298 | | |
| Offset | 42 | 42 | 42 | | |
| Trail | 71 | 71 | 71 | | |
| Wheelbase | 1060 | 1063 | 1070 | | |
| Cfandavaz | 20.2 | 201 | 21 - | | *** |
| IN Standover Seat tube | 29.2 | 30.1 | 31.5 | | |
| Head tube | 18.0 4.3 | 19.5 | 21.0 6.3 | | |
| Eff top tube | 4.3 23.3 | 4.8 23.4 | 6.3 23.6 | | |
| Reach | 23.3 27.8 | 23.4 28.2 | 23.6 29.0 | | |
| Chainstays | 27.6 16.7 | 16.7 | 16.7 | | |
| BB height | 11.7 | 11.7 | 11.7 | | |
| Offset | 1.7 | 1.7 | 1.7 | | |
| Trail | 2.8 | 2.8 | 2.8 | | |
| Wheelbase | 41.7 | 41.9 | 42.1 | | |
| ~~~~.CELSP#\$548957484 | L | | | _ | |

| | | | X | or Sec. | | | |
|------|--------------------------------|--|---------------------|--------------------|--|---------|--|
| | Main tubes | Trek design OCLV | carbon | Aug | Transferred to a second or | | 22 32 44 |
| N | Stays | Trek design OCLV | carbon | | | | 11 52 76 105 |
| | | RockShox Judy R | | | 80mm travel | _[4 | 12 48 70 96 |
| | Rear shock | RockShox SID w/r | remote a | djust | 22mm stroke, 35mm rear whe 144mm overall length, 7/8" end x | | 14 41 60 82 |
| | Headset | Dia-Compe SA Ah | tashear | allov | 25.4/34.0/30.0, 27.0mm stac | | |
| | Handlebars | ICON Onvx | icaasct, | anoy | 25.4mm clamp diameter | • | 16 36 52 72 |
| | Stem | ICON Onyx, direct | connec | t | 41.0mm steerer clamp height | | 18 32 47 64 |
| | Grips | | | | | | 21 27 40 55 |
| | Shifters | | X RapidF | ire+ | To a multi Distantale | | 24 24 35 48 |
| | nt derailleur ar derailleur | Shimano Deore L | | | Top pull, Plate style | | 28 21 30 41 |
| πυ | | Shimano Deore X Avid Single Digit : | | r pull | | | |
| | Brake levers | Avia Single Digit : | LO, IIIICO | r pan | Integrated brake/shift | | 32 18 26 36 |
| | Crankset | ICON Graphite, 4 | arm 44/ | 32/22 | 64/104 mm bolt hole circle | | 25.3 lb. |
| Bot | | Shimano BB-UN7 | | | 73 x 113 | | 11.49 kg. |
| | Pedals | Bontrager RE-1, c | lipless | | 9/16" axle | | 11.45 kg. |
| | | Shimano HG70 11- Shimano HG72 | -32 | | 9spd 108 length, 9 speed | | |
| | Front wheel | Rolf Dolomite | | | Velox 19mm rimstrip | | |
| | Front tire | Bontrager Jones | AC, foldi | ing | 49/54 | | |
| | Rear wheel | Rolf Dolomite | , | • | HyperGlide cassette, 8/9spd, | 135mm (| O.L.D. |
| | | | _ | | Velox 22mm rimstrip | | |
| | Rear tire | Bontrager Jones | AC, foldi | ing | 47/52 | | |
| | lubes Spakes | Presta valve, ultra DT 14/15G butted | a light stainles | c allowning | 20 spoke Radial Front | 24 cm | oke 2 Rear |
| | Spokes | DT 14/15G BUTTED | stainles | s, alloy hips | 250 Spoke Radial Front | | 50 rear (D/ND) |
| | Saddle | Bontrager FS 200 | 00. Gel. (| Cro-Molv/leat | | 201,20 | ,0 (2,113) |
| | Seatpost | ICON Onyx, 6061 | | | 27.2mm diameter | | |
| | Seat binder | Alloy w/integral b | olt | | 35.0 clamp diameter | | |
| | | 2 water bottle mo | | | | | |
| | Colors | Blue Nude / Oran | ge fork • | • White/orang | e decal | | |
| | | | | | | | |
| | | | | | | | |
| | Frame sizes | М | L | XL | | | |
| Han | dlebar width | 560 | 560 | 560 | | | |
| | Stem length | 135 | 135 | 150 | | | |
| | Stem angle Crank length | 15 175 | 15 175 | 15 175 | | | |
| | itpost length | 300 | 350 | 350 | | | |
| | Steerer, mm | 192 | 205 | 241 | | | |
| | | | | | | | |
| | Fork length | | n axle-cro | | | | |
| | Head angle | 71.0 | 71.0 | 71.0 | | | |
| | Seat angle Standover | 73.0 741 | 73.0 764 | <u>73.0</u> 799 | | | N |
| MM | Seat tube | 457 | 495 | 533 | | | |
| Y Ø | Head tube | 110 | 123 | 159 | | | |
| | Eff top tube | 591 | 594 | 600 | | | |
| | Reach | 685 | 695 | 713 | | | |
| | Chainstays | 424 | 424 | 424 | | | |
| | BB height Offset | 298 42 | 298 42 | 298 42 | | | |
| | Trail | 71 | 71 | 71 | | | |
| 6. 6 | Wheelbase | 1060 | 1063 | 1070 | | | |
| e Ka | 1 2 | | | | No. | | AND THE RESERVE OF THE PARTY OF |
| IN | Standover | 29.2 | 30.1 | 31.5 | | | |
| 校 | Seat tube Head tube | 18.0 4.3 | 19.5 4.8 | 21.0 6.3 | | | |
| | Eff top tube | 23.3 | 4.6 23.4 | 23.6 | | | |
| | Reach | 27.0 | 27.4 | 28.1 | | | |
| | Chainstays | 16.7 | 16.7 | 16.7 | | | |
| | BB height | 11.7 | 11.7 | 11.7 | | | |
| | Offset | | 1.7 | 1.7 | | | |
| | Trail Wheelbase | 2.8 41.7 | 2.8 41.9 | 2.8 42.1 | | | |
| | MILEGINGSE | 41.7 | 41.7 | 44.1 | | | |

Who is the new Trek VRX for?

The VRX is a long travel suspension bike for riding in rough terrain. It offers extra comfort and control for adventure riding, and all round mountain biking. The superb suspension action keep the rear wheel firmly planted on the ground over the roughest terrain, yet the VRX design also lets the rear wheel follow even the smallest change in terrain.

Because of its special shock linkage design, the VRX is a great bike for beginners as well as hard core adventure riders, and everything in between.

What makes the VRX special?

The VRX lets the suspension work great on both big hits and little stuff, where most suspension systems only work on a narrow range of bump sizes or frequencies. In other words, the VRX provides a suspension system that is extremely plush on small to medium hits, yet won't bottom out on the big stuff.

What does VRX meau?

VRX means Variable Rate Suspension. The leverage ratio of shock actuation to rear axle changes through the suspension stroke. This means the rear wheel can easily compress the shock over small bumps, but as the rear wheel moves through its arc, the shock gains leverage, essentially making the suspension stiffer over bigger bumps.

Aren't there other variable rate bikes already on the market?

Yes, but the VRX is unique. Its a simple swingarm design, so you avoid the problems associated with having lots of little pivots controlling the rear wheel (like noise, wear, and frame flex). The pivot location provides neutral pedaling in most gears, although a slight increase in rear wheel pressure occurs in the lowest gears, adding traction on climbs. And the rear shock is isolated from side loading, which lets it run stiction free, while increasing the durability of the seals and bushings in the shock. Last, the VRX offers adjustable suspension through its multiple shock locations on the link.

What do the different shock locations do?

By moving the shock up or down on the link, you chauge the distance from the pivot to the shock mount by 20%. This changes the shock leverage ratio, and also the travel.

Please note that with an air shock, the preload adjustment may not go high enough for a heavier rider if the shock is mounted in the lower hole due to the increased leverage ratio.

Didu't last years link have 3 holes?

We found that most people couldn't feel the difference between the shock mount holes in the '99 link, because they were only 10% different. While 10% is theoretically a big change, if its not enough for the

consumer to feel it we've not hit our goal. So for 2000, we only offer two positions. But the overall range of 99's three adjustment holes is the same as the two holes of 2000, yielding a 20% change.

In addition, the entire leverage ratio has been changed, so a lighter coil spring can be used in 2000, or even an air shock. The air shock really gets the bike weight down.

How much lighter is the new spring requirement?

The '99 VRX in size large used a 1050# spring. On a 2000 VRX the same rider only requires an 800# spring. We get better shock action, and the softer spring is much lighter.

How much travel is there?

In the 'stiff' position, about 3.75 inches (95mm). In the 'soft position, about 4.3 inches (108mm).

How should I set up the VRX?

First, establish the correct sag, which should be about 8 to 12mm at the rear shock. For an air spring rear shock, this usually takes 120-135% of body weight in PSI. But the sag measurement is more accurate due to a rider's body shape and riding position.

What does the VRX compare to?

The VRX is a pretty unique design, bringing the best features from a variety of systems together in one clean, simple, effective design. So its hard to compare to anything. But its features are clear:

The VRX has a very active suspension, with lots of travel.

The VRX has Trek Pro geometry for good handling manners at higher speeds.

The VRX uses a simple, and proven, pivot technology for low maintenance and super long life.

How much does the saddle move relative to the bottom bracket?

None. They are rigidly fixed together by the seat tube.

How much does it weigh?

The frame weight is very competitive at just 5.5 pounds (2520 grams).

In 1999 we really tried to get the VRX platform in at low price points, which necessitated less expensive, heavier components. We put the 2000 parts pick on a diet, so the new VRX better represents its potential as a great all-round suspension bike.

Our Price: \$

VRX 400

| | | | | • | | |
|--|---|---|---|--------------------------------|------------|---------------------|
| Main tubes | 6061 T6 aluminun | ······ | | | | 22 32 44 |
| Stave | 6061 T6 aluminun | | | | | |
| | Marzocchi Z.3 Fly | | | 100mm travel | | 11 52 76 105 |
| | Fox Vanilla coilove | | | 1.25" stroke, 123mm rear whee | ol travol | 12 48 70 96 |
| Near Shock | i rux valillia culiuve | 7 1 | | 6.5" eye to eye, 7/8" ends | ci riaveil | 14 41 60 82 |
| Uasdaat | D:- C CA Ah | | - II - v | | . [| |
| | Dia-Compe SA Ah | eauset, a | апоу | 25.4/34.0/30.0, 27.0mm stack | ` | 16 36 52 72 |
| Handlebars | ICON Onyx | | | 25.4mm clamp diameter | | 18 32 47 64 |
| Stem | ICON Onyx, direct | connect | | 41.0mm steerer clamp height | li li | |
| OHUS Chithara | Bontrager Ergo | | | | | 21 27 40 55 |
| Smitters | Shimano Deore L | Каріан | ıre+ | Davis will Distantial | | 24 24 35 48 |
| | Shimano Deore L | | | Down pull, Plate style | | |
| | Shimano Deore X | | | | L | 28 21 30 41 |
| Brakes | Hayes Disc, full hy | /draulic | | | | 32 18 26 36 |
| Brake levers | Hayes hydraulic | / / | | | L | |
| Urankset | ICON Onyx, 4 arm | 44/32/ | 22 | 64/104 mm bolt hole circle | | 30.5 lb. |
| Bottom bracket | Shimano B8-UN5 | 2E | | 73 x 113 | | 13.85 kg. |
| Pedals | Shimano SPD M5 | 45, cliple | ess. | 9/16" axle | | 340004000 |
| Cassette | Shimano HG70 11- | 32 | | 9spd | | |
| | Shimano HG72 | | | 106 length, 9 speed | | |
| | Formula disc | | | | | |
| Front rim | Bontrager Corvair | ASYM | | Velox 22mm rimstrip | | |
| Front tire | Bontrager Jones | | | 49/53 | | |
| | Formula disc | | | HyperGlide cassette, 8/9spd, 1 | 135mm O | .L.D. |
| Rear rim | Bontrager Corvair | ASYM | | Velox 22mm rimstrip | | |
| Rear fire | Bontrager Jones | | | 46/50 | | |
| | Presta valve | | | | | |
| Spokes | DT 14G stainless | | | 32 spoke Radial Front | 32 spok | ke 3x Rear |
| | | | | 264/262 | 264/26 | 2 rear (D/ND) |
| Saddle | Bontrager FS 200 | O, Cro-N | 1oly | | | |
| Seatpost | ICON Onyx, 6061 | | | 31.6mm diameter | | |
| Seat binder | Alloy w/integral b | olt | | 36.4 clamp diameter | | |
| Additionals | 2 water bottle mo | unts | | | | |
| Colors | Candy Gold / Polis | sh/black | fork • 8lac | k/white decal | | |
| | | | | | | |
| | | | | | | |
| Frame sizes | S | М | L | | | |
| Handlebar width | 620 | 620 | 620 | | | |
| Stem length | 90 | 105 | 120 | | | |
| Stem angle | 15 | 15 | 15 | | | |
| Crank length | 170 | 175 | 175 | | | |
| Seatpost length | 270 | 350 | 350 | | | |
| Steerer, mm | 204 | 204 | 224 | | | |
| Rear shock # | 700 | 800 | 1050 | | | |
| Fork length | | axle-cro | | | | |
| Head angle | 71.0 | 71.0 | 71.0 | | | |
| Seat angle | 74.4 | 73.4 | 72.3 | | | |
| MM Standover | 686 | 697 | 721 | | <u> </u> | |
| Seat tube | 381 | 457 | 533 | | | |
| Head tube | 125 | 125 | 145 | | | |
| Eff top tube | | 600 | 640 | | | |
| rii wa tane | 560 | 000 | 0-0 | | | 1 |
| Reach | | | 730 | | | |
| Reach | 619 | 678 | 730 | | | |
| Reach Chainstays | 619 421 | 678 421 | 730 421 | | | |
| Reach Chainstays BB height | 619 421 306 | 678 421 306 | 730 421 306 | | | |
| Reach Chainstays BB height Offset | 619 421 306 42 | 678 421 306 42 | 730 421 306 42 | | | |
| Reach Chainstays BB height Offset Trail | 619 421 306 42 71 | 678 421 306 42 71 | 730 421 306 42 71 | | | |
| Reach Chainstays BB height Offset | 619 421 306 42 | 678 421 306 42 | 730 421 306 42 | | | |
| Reach Chainstays BB height Offset Trail Wheelbase | 619 421 306 42 71 1051 | 678 421 306 42 71 1081 | 730 421 306 42 71 1110 | | | |
| Reach Chainstays BB height Offset Trail Wheelbase | 619 421 306 42 71 1051 | 678 421 306 42 71 1081 | 730 421 306 42 71 1110 | | | |
| Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube | 619 421 306 42 71 1051 27.0 15.0 | 678 421 306 42 71 1081 27.4 18.0 | 730 421 306 42 71 1110 28.4 21.0 | | | |
| Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube | 619 421 306 42 71 1051 27.0 15.0 4.9 | 678 421 306 42 71 1081 27.4 18.0 4.9 | 730 421 306 42 71 1110 28.4 21.0 5.7 | | | <u>.</u> . |
| Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube | 619 421 306 42 71 1051 27.0 15.0 4.9 22.0 | 678 421 306 42 71 1081 27.4 18.0 4.9 23.6 | 730 421 306 42 71 1110 28.4 21.0 5.7 25.2 | | | <u>.</u> |
| Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube Reach | 619 421 306 42 71 1051 27.0 15.0 4.9 22.0 24.4 | 678 421 306 42 71 1081 27.4 18.0 4.9 23.6 26.7 | 730 421 306 42 71 1110 28.4 21.0 5.7 25.2 28.7 | | | <u></u> |
| Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube Reach Chainstays | 619 421 306 42 71 1051 27.0 15.0 4.9 22.0 24.4 16.6 | 678 421 306 42 71 1081 27.4 18.0 4.9 23.6 26.7 16.6 | 730 421 306 42 71 1110 28.4 21.0 5.7 25.2 28.7 16.6 | | | <u></u> |
| Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube Reach Chainstays BB height | 619 421 306 42 71 1051 27.0 15.0 4.9 22.0 24.4 16.6 12.0 | 678 421 306 42 71 1081 27.4 18.0 4.9 23.6 26.7 16.6 12.0 | 730 421 306 42 71 1110 28.4 21.0 5.7 25.2 28.7 16.6 12.0 | | | |
| Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset | 619 421 306 42 71 1051 27.0 15.0 4.9 22.0 24.4 16.6 12.0 1.7 | 678 421 306 42 71 1081 27.4 18.0 4.9 23.6 26.7 16.6 12.0 1.7 | 730 421 306 42 71 1110 28.4 21.0 5.7 25.2 28.7 16.6 12.0 1.7 | | | |
| Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube Reach Chainstays BB height | 619 421 306 42 71 1051 27.0 15.0 4.9 22.0 24.4 16.6 12.0 | 678 421 306 42 71 1081 27.4 18.0 4.9 23.6 26.7 16.6 12.0 | 730 421 306 42 71 1110 28.4 21.0 5.7 25.2 28.7 16.6 12.0 | | | |

| Well Lie | (0(17) | | | NATIONAL COMMISSION WILLIAM WAS A CONTRACT OF THE CONTRACT OF | 22.32.44 |
|----------------------------|---|---------------|---------------|---|---------------------|
| Main tudes | 6061 T6 aluminu | | | | |
| Stays | | m | | 00 traval | 11 52 76 105 |
| | Manitou SX | | | 80mm travel | 12 48 70 96 |
| Real Shock | Cane Creek AD-5 |) | | 1.25" stroke, 123mm rear wheel trave | |
| Шалdest | Dia Campa CA A | L a - d - a t | allass | 165mm" eye to eye, 7/8" ends | 14 41 60 82 |
| Headset | Dia-Compe SA A ICON Graphite | neadset, | апоу | 25.4/34.0/30.0, 27.0mm stack | 16 36 52 72 |
| Ctom | ICON Graphite, d | lunat can | nact | 25.4mm clamp diameter | 18 32 47 64 |
| Grips | | nect con | nect | 39.5mm steerer clamp height | |
| Shifters | | V Danidi | Firot | | 21 27 40 55 |
| Front derailleur | | | ii C i | Down pull, Plate style | 24 24 35 48 |
| Rear derailleur | | | | DOWN pany riate style | 28 21 30 41 |
| Brakes | ommand bears / | | r null | | |
| Brake levers | / www.dingic bigit | 70, | . , | Integrated brake/shift | 32 18 26 36 |
| Crankset | ICON Graphite, 4 | arm 44/ | /32/22 | 64/104 mm bolt hole circle | |
| Bottom bracket | | | • | 73 x 113 | 29.5 lb. |
| Pedals | Bontrager RE-1, o | lipless | | 9/16" axle | 13.39 kg. |
| Cassette | | | | 9spd | |
| Chain | A 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | | | 106 length, 9 speed | |
| Front wheel | 11011 DOIO111114 | | | Velox 19mm rimstrip | |
| Front tire | , . | AC, fold | ing | 49/54 | |
| Rear wheel | Rolf Dolomite | | | HyperGlide cassette, 8/9spd, 135mm | O.L.D. |
| | | | | Velox 22mm rimstrip | |
| Rear tire | | | ing | 47/52 | |
| Tubes | | | | | , |
| Spokes | DT 14/15G butted | l stainles | s, alloy nips | | oke 2 Rear |
| | | | | 250 261/26 | 50 rear (D/ND) |
| Saddle | | | моїу | 21.6 !! | |
| | ICON Graphite, 2 | | | 31.6mm diameter | |
| Seat binder Additionals | | | | 36.4 clamp diameter | |
| Colors | | | White/rod do | anl | |
| | Dirigine Silver / N | La Join | minte/ica ac | cai | |
| | | | | | |
| | | | | | |
| Frame sizes | S | М | L | | |
| Handlebar width | 580 | 580 | 580 | | |
| Stem length | 90 | 105 | 120 | | |
| Stem angle | 7 | 7 | 7 | | |
| Crank length | 170 | 175 | 175 | | |
| Seatpost length | 270 | 350 | 350 | | |
| Steerer, mm | 206 | 206 | 226 | | |
| | | | | | |
| , Fork length | | n axle-cro | | | |
| Head angle | 71.0 | 71.0 | 71.0 | | |
| Seat angle | 74.4 | 73.4 | 72.3 | Aug. Acc | |
| MM Standover | 686 | 697 | 721 533 | | |
| Seat tube | 381 | 457 | 533 | | |
| Head tube Eff top tube | 125 | 125 600 | 145 640 | | |
| Reach | 560 624 | 683 | 640 737 | | |
| Chainstays | 421 | 421 | 737 421 | | |
| BB height | 306 | 306 | 306 | | |
| Offset | 38 | 38 | 38 | | |
| Trail | 75 | 75 | 75 | | |
| Wheelbase | 1051 | 1081 | 1110 | | |
| | | 1001 | 1110 | | |
| IN Standover | 27.0 | 27.4 | 28.4 | | |
| Seat tube | 15.0 | 18.0 | 21.0 | | |
| Head tube | 4.9 | 4.9 | 5.7 | | |
| Eff top tube | 22.0 | 23.6 | 25.2 | | |
| Reach | 24.5 | 26.9 | 29.0 | | |
| Chainstays | 16.6 | 16.6 | 16.6 | | |
| BB height | 12.0 | 12.0 | 12.0 | | |
| Offset | 1.5 | 1.5 | 1.5 | | |
| Trail | 3.0 | 3.0 | 3.0 | | |
| Wheelbase | 41.4 | 42.6 | 43.7 | | |

| | | ······ | | • | | |
|--------------------------------|--------------------------------|--------------------|-----------|---|---|--------------------|
| Main fubes | 6061 T6 aluminum | | | | N. C. | 22 32 44 |
| | 6061 T6 aluminum | | | | | 11 52 76 105 |
| | RockShox Judy XC | | | 80mm travel | | |
| Rear shock | Cane Creek AD-5 | | | 1.25" stroke, 123mm rear whe | el travel | 12 48 70 96 |
| | | | | 165mm" eye to eye, 7/8" ends | | 14 41 60 82 |
| Headset | Dia-Compe SE-1 Ah | eadset | | 25.4/34.0/30.0, 25.5mm stac | | 16 36 52 72 |
| Handlebars | ICON Stronghold | | | 25.4mm clamp diameter | | |
| Stem | | | | 41.0mm steerer clamp height | | 18 32 47 64 |
| Grips | Bontrager Ergo | | | · · · | | 21 27 40 55 |
| Shifters | Shimano Deore Raj | oidFire+ | | | | |
| Front derailleur | | | | Down pull, Plate style | | |
| Rear derailleur | | | | | | 28 21 30 41 |
| Brakes | Alloy TX22 direct p | ul l | | | | 32 18 26 36 |
| Brake levers | Alloy LV77E direct | | | | | |
| Crankset | | | 2 | 64/104 mm bolt hole circle | | 29.5 lb. |
| Bottom bracket | | | | 73 x 113 | | 13.39 kg. |
| Pedais | Alloy/alloy cage, cli | | ble | 9/16" axle | | |
| Cassette | | 2 | | 9spd | | |
| Chain | Shimano HG72 Rolf Satellite | | | 106 length, 9 speed | | |
| Front tire | | C folding | | Velox 19mm rimstrip 49/54 | | |
| Rear wheel | | C, folding | | | 125mm | 01.0 |
| iveal Wileel | KON Satemite | | | HyperGlide cassette, 8/9spd, Velox 22mm rimstrip | ا ااااااددا | V.L.D. |
| Rear tire | Bontrager Jones A | C folding | | 47/52 | | |
| Tubes | | | | 71/32 | | |
| Spokes | | iigiit | | 20 spoke Radial Front | 24 sno | oke 2 Rear |
| | Di 140 stanness | | | 254 | | 63 rear (D/ND) |
| Saddle | Bontrager FS 2000 |) | | 23. | _00,_ | 33 142. (2,112) |
| | SP-312 alloy micro | adiust | | 31.6mm diameter | | |
| Seat binder | Alloy w/integral bo | lt . | | 36.4 clamp diameter | | |
| Additionals | 2 water bottle mou | ints | | , | | |
| Calors | | | /ellow | decal | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| Frame sizes | _ | M L | | | | |
| Handlebar width | 1 | | 30 | | | |
| Stem length | | 105 12 | | | | |
| Stem angle | | 15 15 | | | | |
| Crank length | | 175 17 | | | | |
| Seatpost length Steerer, mm | 1 | 320 37 | | | | |
| aleerel, niin | 208 | 208 22 | 20 | | | |
| Fork length | 443 mm | axle-crown ra | co | | | |
| Head angle | | 71.0 71 | | | | |
| Seat angle | | | .0 2.3 | | | |
| MM Standover | | 697 72 | | *** | | -55 |
| Seat tube | | 457 53 | | | | |
| Head tube | | 125 14 | | | | |
| Eff top tube | | | 40 | | | |
| Reach | 617 | 676 72 | 29 | | | |
| Chainstays | 421 | 421 42 | | | | |
| BB height | 306 | | 06 | | | |
| Offset | | 42 42 | | | | |
| Trail | | 71 71 | | | | |
| Wheelbase | 1051 | 1081 111 | 10 | | | |
| | 2= 2 | | | | | 3000 |
| IN Standover | | | 3.4 | | | |
| Seat tube | | | I.O | | | |
| Head tube | | 4.9 5. | | | | |
| Eff top tube | | | 5.2 | | | |
| Réach Chainetage | | | 3.7 | | | |
| Chainstays BB height | | | 6.6 | | | |
| Offset | | 12.0 12 1.7 1.7 | | | | |
| Trail | | 1.7 1.7 2.8 2. | | | | |
| Wheelbase | | | .o 3.7 | | | |
| HIIZ GING A C | 41.4 | 72.0 4. | J.1 | | | |

| Main tubes | 6061 T6 Trek design aluminum | | 22 32 42 |
|--------------------------------|---|--|----------------------|
| Stays | Cro-Moly | | 11 52 76 100 |
| | RockShox Jett | 65mm travel | 13 44 65 85 |
| Rear shock | Fox Vanilla coilover | 1.5" stroke, 102mm rear wheel travel | |
| | | 6.5" eye to eye, 5/8" & 7/8" ends | 15 38 56 73 |
| Headset | Dia-Compe SE-1 Aheadset | 25.4/34.0/30.0, 25.5mm stack | 17 34 49 65 |
| | Alloy, 6° bend, 25mm rise | 25.4mm clamp diameter | 20 29 42 55 |
| Stem | | 41.0mm steerer clamp height | |
| Shiftare | Bontrager dual density Shimano Alivio RapidFire+ | | 23 25 36 48 |
| Front derailleur | Shimano Alivio | Top pull (low clamp only), 34.9 mm/ 1 3/8' | , 26 22 32 42 |
| Rear derailleur | Shimano Deore LX SGS | top pair (tow claims offly), 5-4.5 filling 1 5/6 | 30 19 28 37 |
| | Alloy TX22 direct pull | | |
| Brake levers | Alloy LV77E direct pull | | |
| Crankset | Shimano Acera-X 42/32/22 | Riveted | 200 " |
| | Shimano BB-LP27 | 73 x 113 | 29.9 lb. |
| Pedals | Resin/alloy cage w/clips and straps | 9/16" axle | 13.57 kg. |
| Cassette | | 8spd | |
| Chain Front hub | | 106 length, 3/32" | |
| | Ni woor Bontrager Corvair | Velox 19mm rimstrip | |
| Front tire | Bontrager Jones | 49/53 | |
| Rear hub | | HyperGlide cassette, 8/9spd, 135mm | O.L.D. |
| Rear rim | Bontrager Corvair ASYM | Velox 22mm rimstrip | |
| Rear tire | Bontrager Jones | 46/50 | |
| | Presta valve | | |
| Spokes | 14G stainless | | oke 3x Rear |
| Caddla | Took III donoite forms | 264 262/2 | 63 rear (D/ND) |
| Seatnost | Trek Hi-density foam Alloy micro-adjust | 27.2mm diameter | |
| Seat hinder | Alloy w/integral bolt | 35.0 clamp diameter | |
| Additionals | 1 water bottle mount | 55.5 clamp diameter | |
| Colors | Black Gold / Black fork • White deca | ıl | |
| | | | |
| | | | |
| Frame sizes | S M L | | |
| Handlebar width Stem length | 620 620 620 90 105 120 | | |
| Stem angle | 15 15 15 | | |
| Crank length | 170 175 175 | | |
| Seatpost length | 300 350 350 | | |
| Steerer, mm | 188 208 208 | | |
| Rear shock # | 600 700 800 | | |
| Fork length | 427 mm axle-crown race | | |
| Head angle | 71.0 71.0 71.0 | | |
| Seat angle | 74.0 <u>73.0</u> 72.0 | | |
| MM Standover Seat tube | 710 740 739 432 483 533 | | |
| Head tube | 105 125 125 | | |
| Eff top tube | 564 612 644 | | |
| Reach | 621 688 733 | | |
| Chainstays | 425 425 425 | | |
| BB height | 302 302 302 | | |
| Offset | 42 42 42 | | |
| Trail | 71 71 71 | | |
| Wheelbase | 1047 1087 1109 | | |
| IN Standover | 28.0 29.1 29.1 | | |
| Seat tube | 17.0 19.0 21.0 | | |
| Head tube | 4.1 4.9 4.9 | | |
| Eff top tube | 22.2 24.1 25.4 | | |
| Reach | 24.5 27.1 28.9 | | |
| Chainstays | 16.7 16.7 16.7 | | |
| BB height | 11.9 11.9 11.9 | | |
| Offset | 1.7 1.7 1.7 | | |
| Trail Wheelbase | 2.8 2.8 2.8 41.2 42.8 43.7 | | |
| wireineze | 41.2 42.8 43.7 | | |

LT: Long Travel hardtails

Who is a long travel hardtail for?

The long travel hardtail is for riding in rough terrain, but for the rider who wants the low weight and pedaling efficiency of a hardtail. And many riders like the lower cost of a long travel hardtail when compared to a full suspension bike.

What makes the long travel hardtail special?

Suspension should not bottom out, even when ridden hard. To do this, the suspension springs have to be stiff enough to absorb the energy. However, the longer the travel, the softer the springs can be and still prevent bottom out. So a long travel fork can be very plush compared to a shorter fork, while still offering the same total protection. With a softer spring, the bike is much more plush.

In addition, the longer fork slightly softens the head angle of the frame. With a slacker head angle and the same or similar fork offset (rake) the trail is increased, so the bike becomes more stable at speed.

If a rider likes to go fast, they will love a more stable, plusher feel. And the long travel hardtail does all this.

How much travel is there?

Our long travel forks are 100mm, or about four inches. The seatposts have about half that.

Sounds great. Why don't all hardtails use this setup?

Over the years, mountain bikes have settled into a fairly narrow range of head tube angles and offsets. For all-round riding, this 'NORBA geometry' as its been called has worked well. But since the steeper head angles became popular back in the mid-80's, mountain biking has become more diverse. Not everyone rides the same, at the same speeds, or on the same terrain. The long travel hardtail is designed to ride differently than an all-round trail bike. It works especially well on fast downhills.

Going up a steep hill, the slacker head angle on these bikes can make the steering a little light, or less precise. It takes a bit more skill to climb technical stnff. But for some, the trade-off in climbing is well worth the extra descending prowess.

What's the suspension seatpost for?

With the long travel front end of the bike taking on big hits and ruts, its pretty easy to become complacent about where you go. But remember, the rear wheel doesn't have suspension.

The result? If you don't pay attention, you can get some pretty hard whacks from the saddle. The suspension seatpost lets the rider stay seated a little longer, and it takes the sting out of the saddle if you accidentally let the rear wheel hit one of those big bumps with full force.

If the long travel hardtails work so well, why would someone bother with full suspension?

A good full suspension bike offers some additional benefits over a long travel hardtail.

First, on a VRX or STP the pedal to seat distance is fixed for more efficient pedaling. Even on a Trek Y bike where the bottom bracket moves, the most the saddle to pedal distance changes is about 1/4 inch. With a 50mm travel seatpost, that's almost 2 inches!

Second, with full suspension the unsprung weight is comprised of just the rear wheel and swingarm. Contrast that to a long travel hardtail, where the whole rear of the bike is unsprung, including water bottles and tool bag. This additional unsprung weight means the wheels don't follow the ground as well, and that more bump forces will be transferred to the rider.

How should I set up the long travel hardtail?

First, establish the correct fork sag, which should be about 15 to 20mm.

The rider's preference should be taken into account when adjusting the seatpost, but most folks prefer only a little sag. Using less sag leaves more travel for a big hit, and also means less pedal bob, and it will be easier to get on the bike. Remember, if the seatpost sags a lot, in its unsagged position it will taller by the amount of sag. And the taller the saddle, the harder it is to get on the bike.

| | | | | | <u>,</u> |
|---------------------------------|-----------------------------------|----------------|-------------------|--------------------------------|----------------------|
| Main tubes | Alpha SL aluminu | | | | 22 32 44 |
| Stays | Alpha SL aluminu | | | | |
| | Marzocchi Z.3 Fi | | | 100mm travel | 11 52 76 105 |
| Headset | Dia-Compe SA Af | | llov | 25.4/34.0/30.0, 27.0mm stack | , 12 48 70 96 |
| | ICON Graphite | ieauset, o | шоу | 25.4/54.0/50.0, 27.0mm stack | 14 41 60 82 |
| | ICON Graphite, di | ract cann | oct | 39.5mm steerer clamp height | |
| Grips | | rect comi | i e ct | 39.3mm steerer clamp height | 1 6 36 52 72 |
| Shifters | | T DanidFi | iro SI | | 18 32 47 64 |
| | Shimano Deore L | i Kapiuli Y | ii e JL | Top pull, 34.9 mm/ 1 3/8" | |
| Rear derailleur | Shimano XTR SG | | | 10p pail, 34.5 milly 13/8 | 21 27 40 55 |
| | Hayes Disc, full h | | | | 24 24 35 48 |
| Brake levers | Hayes hydraulic | yaraana | | | 28 21 30 41 |
| | ICON Graphite, 4 | arm 44/3 | 32/22 | 64/104 mm bolt hole circle | |
| Bottom bracket | Shimano BB-UN5 | 2 | • | 73 x 113 | 32 18 26 36 |
| Pedals | Bontrager RE-1, c | lipless | | 9/16" axle | 24.5 lb. |
| Cassette | Shimano HG70 11 | | | 9spd | 11.12 kg. |
| | Shimano HG72 | | | 106 length, 9 speed | 11.12 kg. |
| | Rolf Dolomite Dis | | | Velox 22mm rimstrip | |
| Front tire | | | ıg | 49/54 | |
| Rear wheel | Rolf Dolomite Dis | С | | HyperGlide cassette, 8/9spd, 1 | 135mm O.L.D. |
| | | | | Velox 22mm rimstrip | |
| Rear tire | Bontrager Jones | AC, foldir | ng | 47/52 | |
| | Presta valve, ultr | | 47 . | | |
| Spokes | DT 14/15G butted | stainless | , alloy nips | 24 spoke Radial Front | 24 spoke 3x Rear |
| Saddle | B | 0.6 14. | - 1 | 263/261 | 262/264 rear (D/ND) |
| | Bontrager FS200 RockShox shock | O, Cro-Mo | ыу | 21 6/ahim dinasahar | |
| Seat hinder | Alloy w/integral b | ausoruer | | 31.6 w/shim diameter | |
| Additionals | 2 water bottle mo | | | 36.4 clamp diameter | |
| Colors | Candy Red/ Polis | | ork • Black o | tecal | |
| | Canay Real Tons | ily black to | ork Dident | 1001 | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| Frame sizes | S | М | L | XL | |
| Handlebar width | 620 | 620 | 620 | 620 | |
| Stem length | 90 | 105 | 105 | 120 | |
| Stem angle | 7 | 7 | 7 | 7 | |
| Crank length | 175 | 175 | 175 | 175 | |
| Seatpost length | 350 | 350 | 350 | 350 | |
| Steerer, mm | 1B8 | 208 | 228 | 248 | |
| Early langth | 4 45 | | | | |
| Fork length Head angle | | axle-crov | | 71.0 | |
| Seat angle | 71.0 73.5 | 71.0 73.0 | 71.0 73.0 | 71.0 72.5 | |
| Sept. Proceedings of the second | 706 | 742 | 73.0 780 | 821 | |
| MM Standover Seat tube | 394 | 445 | 495 | 546 | |
| Head tube | 105 | 125 | 145 | 165 | |
| Eff top tube | 550 | 588 | 625 | 641 | |
| Reach | 614 | 671 | 708 | 738 | |
| Chainstays | 424 | 424 | 424 | 424 | |
| BB height | 297 | 297 | 297 | 300 | |
| Offset | 42 | 42 | 42 | 42 | |
| Trail | 71 | 71 | 71 | 71 | |
| Wheelbase | 1030 | 1064 | 1101 | 1114 | |
| L AF I | | | | | |
| IN Standover | 27.8 | 29.2 | 30.7 | 32.3 | |
| Seat tube | 15.5 | 17.5 | 19.5 | 21.5 | |
| Head tube | 4.1 | 4.9 | 5.7 | 6.5 | |
| Eff top tube Reach | 21.7 | 23.1 | 24.6 | 25.2 | |
| Chainstays | 24.2 16.7 | 26.4 16.7 | 27.9 16.7 | 29.1 16.7 | |
| BB height | 11.7 | 11.7 | 11.7 | 11.8 | |
| Offset | 1.7 | 1.7 | 1.7 | 1.7 | |
| Trail | 2.8 | 2.8 | 2.8 | 2.8 | |
| Wheelbase | 40.6 | 41.9 | 43.3 | 43.9 | |
| | i | | | | |

Our Price: \$

8000 LT

| | | | | • | |
|--|----------------------|---------------------------------------|-----------|---------------------------------|---------------------|
| Main tubes | Alpha SL aluminum | | | | 22 32 44 |
| Stavs | Alpha SL aluminum | | | | 11 52 76 105 |
| | RockShox Judy Rac | | | 100mm travel | |
| Headset | Dia-Compe SA Ahea | | | 25.4/34.0/30.0, 27.0mm stack | 12 48 70 96 |
| Handlebars | | addet, and, | | 25.4mm clamp diameter | 14 41 60 82 |
| Stem | ICON Onyx, direct o | onnect | | 41.0mm steerer clamp height | |
| Grips | Bontrager Ergo | omicot | | 41.0111111 Steerer clamp neight | 16 36 52 72 |
| Shifters | Shimano Deore LX | RanidFire+ | | | 18 32 47 64 |
| Front derailleur | Shimano Deore LX | Kapiai iic. | | Top pull, 34.9 mm/ 1 3/8" | 21 27 40 55 |
| Rear derailleur | | SGS | | 10p pan, 3-1.2 mm, 1 3/6 | |
| Brakes | Hayes Disc, full hyd | | | | 24 24 35 48 |
| Brake levers | | Taulic | | | 28 21 30 41 |
| Crankset | | 14/32/22 | | 64/104 mm bolt hole circle | |
| Bottom bracket | Shimano BB-UN52 | , , , , , , , , , , , , , , , , , , , | | 73 x 113 | 32 18 26 36 |
| Pedals | | less | | 9/16" axle | |
| Cassette | Shimano HG70 11-3 | | | 9spd | 25.6 lb. |
| Chain | Shimano HG72 | _ | | 106 length, 9 speed | 11.62 kg. |
| Front hub | | | | 100 length, 2 speca | |
| Front rim | | SYM | | Velox 22mm rimstrip | |
| Front tire | Bontrager Jones | | | 49/53 | |
| Rear hub | | | | HyperGlide cassette, 8/9spd, 13 | 35mm O.L.D. |
| Rear rim | Bontrager Corvair | ASYM | | Velox 22mm rimstrip | |
| Rear tire | Bontrager Jones | • | | 46/50 | |
| Tubes | | iaht | | , | |
| Spokes | | . 9 | | 32 spoke Radial Front | 32 spoke 3x Rear |
| | | | | | 262/264 rear (D/ND) |
| Saddle | Bontrager FS2000, | Cro-Moly | | | |
| Seatpost | Tamer Post-Centric | OR | | 31.6mm diameter w/shim | |
| Seat binder | Alloy w/integral bol | t | | 36.4 clamp diameter | |
| Additionals | 2 water bottle mou | nts | | | |
| | Metallic slate/ Oran | | ark blue | decal | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| Frame sizes | _ | M L | | XL | |
| Handlebar width | 620 | 620 6 | 20 | 620 | |
| Stem length | 90 | 105 10 | 05 | 120 | |
| Stem angle | l . | 15 15 | | 15 | |
| Crank length | 1 | | | 175 | |
| Seatpost length | 365 | 365 3 | 65 | 365 | |
| Steerer, mm | 189 | 209 2 | 29 | 249 | |
| 22223355 | | | | | |
| Fork length | | xle-crown ra | | | |
| Head angle | | | 1.0 | 71.0 | |
| Seat angle | | | 3.0 | 72.5 | |
| MM Standover | | | 80 | 821 | |
| Seat tube | | | 95 45 | 546 | |
| Head tube | | | 45 25 | 165 | |
| Eff top tube | | | 25 | 641 | |
| Reach | | | 01 | 730 | |
| Chainstays | | | 24 | 424 | |
| BB height | | | 97 2 | 300 | |
| Offset | | 42 4 | | 42 | |
| Trail | | 71 7 | | 71 | |
| Wheelbase | 1030 | 1064 11 | .01 | 1114 | |
| IN Standover | 27.8 | 29.2 3 | 0.7 | 32.3 | |
| IN Standover Seat tube | | | 9.5 | 21.5 | |
| Head tube | | | .7 | 6.5 | |
| Eff top tube | | | ., 4.6 | 25.2 | |
| Reach | | | 7.6 | 28.7 | |
| Chainstays | | | 5.7 | 16.7 | |
| BB height | | | 1.7 | 11.8 | |
| Offset | | 1.7 1. | | 1.7 | |
| Trail | 2.8 | 2.8 2 | .8 | 2.8 | |
| Wheelbase | 40.6 | | 3.3 | 43.9 | |
| ************************************** | 1 | | | | |

Pro Geometry

Who is Pro Geometry for?

This design means a bike has the handling and manners needed for the higher racing speeds found on the NORBA race circuit. Instead of making a bike that steers quickly so you can adjust your line in a turn, this bike has additional directional stability that lets you pick a line early and hold it. It has a touch of understeer, so if you go into a corner a little too hot, just lean it in a bit more with a touch of rear brake, and go. Instead of skittering around and washing the front tire, the additional lean puts more edge knobs onto the ground, and a Pro Geometry bike really carves. Coupled with a lightweight frame, Pro Geometry makes a bike quick from edge to edge, so it handles tight turns really well. And the longer wheelbase works like a giant slalom ski so high speed fire road riding is way fun.

How does Pro Geometry handle?

This design makes for a bike that likes to be counter-steered, an advanced handling technique where the bike is leaned deeply into a turn while the rider keeps their upper body more upright. Like a skier, this keeps the body balanced and agile, and puts the edge knobs into the turn, where hard biting traction is at its cornering best. Pick a line and the Pro Geometry will hold it. This is important, because the Pros are going too fast to change lines in a corner. They just use their awesome talent to pick the line early, and Pro geometry does the rest.

By using a longer front-center (the distance from the cranks to the front axle) the front wheel is pushed further ahead of the rider. Anytime you find yourself moving back on your bike, its in response to your body wanting to flip over the front axle. This happens on steep downhills, and also any time the bike is moving at high speed in rough terrain. When the Trek engineers moved the front axle forward, it added resistance to over-the-bars flight. You're more relaxed at speed, and since you're more in the saddle than behind it, you're in a better pedaling position to keep the power on.

With a longer front-center, the bike requires a longer top tube unless you want some pretty funny steering geometry.

How does it steer?

The shorter stem used with Pro Geometry puts your hands closer to the steering axis so steering can be done with your arms instead of a sweeping sideways movement of your shoulders. Your hands can move faster than your shoulders, so technical steering is precise at high speed.

Doesn't the short stem make the bike climb poorly?

Common sense tells us that a longer front center places less weight on the front wheel. Intuition tells us that with less weight on the front wheel, the bike might not climb well. But geometry charts only tell part of the story, and this bike actually climbs very

well. Here's two reasons why: with a shorter stem, the riders shoulders stay more over the centerline of the bike, even when turning. When your center of gravity stays over the frame centerline, the bike stays in better balance. With Pro Geometry, its even easier to hold your line on steep, slow speed climbs. Secondly, when climbing hard in first gear any bike will respond to the pressure of pedaling. Imagine if the headset were placed in the middle of the bike, right below the saddle. The bike would hinge in the middle, between contact patches of the tires. With every pedal stroke the rear wheel would turn away from the pedaling force. As a result, the front wheel would turn toward the pedal side, and the bike would swim like a salmon heading upstream. But the further ahead you move the pivot (headset), and the closer to the rider's hands, the straighter the bike will climb. With the shorter stem used in Pro geometry, the rider stays over the bike, and the bike tracks straighter, making it climb very well indeed.

Fitting Pro Geometry frames

Pro Geometry bikes (OCLV hardtails, Alpha SLR, VRX, and STP) are designed to put the rider in a similar position to our other performance mountain bikes. The only difference in position is that the larger sizes of Pro Geometry use taller head tubes than we offered in the past. With taller head tubes and 25mm of spacers it may be necessary to move some spacers to the top of the stem for some customer's preferred fit.

Mechanic's Notes

With OCLV frames, do not grease the seatpost. OCLV bikes have a fiberglass sleeve bonded into their carbon seat tube. This sleeve prevents galvanic corrosion of the seatpost and carbon, so no grease is needed, nor recommended. If grease is applied, it may be very difficult to get adequate clamping force to hold the seatpost. If you have accidentally greased an OCLV frame, use a rag with some degreaser to remove the grease, using normal caution to protect bearings and paint.

OCLV hardtails, Alpha SLR, and VRX frames are designed to accept 31.6mm seat posts with a tolerance of 31.08 to 31.60mm outer diameter. Measure the seatpost for conformity to this tolerance prior to installation.

Be sure bottom bracket threads are clean and well greased before insertion. Failure to do so may cause galling of the threads, especially when inserting into an aluminum bottom bracket shell.

Triple clamp forks put additional stress on a bike frame applied by both the extra length and the extra stiffness. For this reason, triple clamp forks should not be put on any year 2000 Trek other than the VRX dual suspension frames.

| Pro | XC | 9.9 |
|-----|----|-----|
|-----|----|-----|

| | | | • | |
|------------------------------|--|---------------------|--|---------------------|
| Main tubes | OCLV carbon fiber compo | site | | 24 34 46 |
| Stays | | | | 12 52 74 101 |
| Fork | RockShox SID Race Lite | | 63mm travel | |
| Headset | WTB Momentum AL Thre | adless | 25.4/34.0/30.0, 30.6mm stack | |
| Handlebars | | | 25.4mm clamp diameter | 16 39 56 75 |
| Stem | | nect | 39.5mm steerer clamp height | 18 35 50 67 |
| Grips | | | | 20 31 45 60 |
| Shifters | | SL | | |
| Front derailleur | Shimano XTR | | Top puil, Plate style | 23 27 39 52 |
| Rear derailleur | | | | 26 24 34 46 |
| Brakes Brake levers | Avid Single Digit Mag, line | ear puii | lata wasted broke /obiff | 30 21 30 40 |
| Crankset | Shimana VID 4 asm 46/3 | 1/24 | Integrated brake/shift 112/68 mm bolt hole circle | |
| Bottom bracket | Shimano XTR 4 arm 46/3 Shimano XTR, cartridge | 04/24 | 73 x 116 | 34 19 26 35 |
| Pedals | Shimano SPD M858, clip | 055 | 9/16" axle | |
| Cassette | | C33 | 9spd | 22.3 lb. |
| | Shimano Dura-Ace | | 108 length, 9 speed | 10.10 kg. |
| Front wheel | | | Velox 19mm rimstrip | |
| Front tire | | i, folding | 49/48 | |
| Rear wheel | Rolf Propel | | HyperGlide cassette, 8/9spd, 1 | 35mm O.L.D. |
| | | | Velox 22mm rimstrip | |
| Rear tire | | i, folding | 47/46 | |
| | Presta valve, ultra light | | | |
| Spokes | DT Rev 14/17G (14/15 driv | e), alloy nips | | 24 spoke 2 Rear |
| | | | 252 | 261/260 rear (D/ND) |
| Saddle | | eather | | |
| Seatpost | | | 31.6mm diameter | |
| Seat binder | | | 39.85 clamp diameter | |
| Additionals Colors | 3 water bottle mounts | ek e Biook/blu | io/white deepl | |
| CUIUIS | Team Blue/Black / Red fo | ork • Black/Dlu | ie/wnite decai | |
| | | | | |
| | | | | |
| | | | | |
| Frame sizes | M L | ΧL | | |
| Handlebar width | 580 580 | 580 | | |
| Stem length | 105 105 | 120 | | |
| Stem angle | 7 7 | 7 | | |
| Crank length | 1 7 5 17 5 | 180 | | |
| Seatpost length | 330 330 | 330 | | |
| Steerer, mm | 211 231 | 251 | | |
| California. | 407 | | | |
| Fork length | 427 mm axle-cr | | | |
| Head angle | 71.0 71.0 | 71.0 | | |
| Seat angle Standover | 73.0 73.0 744 <u>782</u> | 72.5 821 | | |
| | 445 495 | 545 | | |
| MM Seat tube —— Head tube | 125 145 | 165 | | |
| Eff top tube | 588 625 | 641 | | |
| Reach | 664 708 | 737 | | |
| Chainstays | 424 424 | 424 | | |
| BB height | 297 297 | 297 | | |
| Offset | 42 42 | 42 | | |
| Trail | 71 71 | 71 | | |
| Wheelbase | 1064 1102 | 1113 | | |
| Chandelle | 20.0 20.0 | 22.2 | | |
| Standover IN Seat tube | 29.3 30.8 17.5 19.5 | 32.3 21.5 | W 700 C | |
| IN Seat tube Head tube | 17.5 19.5 4.9 5.7 | 21. 5 6.5 | | |
| Eff top tube | 23.1 24.6 | 6.5 25.2 | | |
| Reach | 26.2 27.9 | 29.0 | | |
| Chainstays | 16.7 16.7 | 16.7 | | |
| BB height | 11.7 11.7 | 11.7 | | |
| Offset | 1.7 1.7 | 1.7 | | l |
| Trail | 2.8 2.8 | 2.8 | | |
| Wheelbase | 41.9 43.4 | 43.8 | | |
| | | | | |
| | | | | |

| Main tubs Stay CCLV carbon fiber composite Stay CCLV carbon | | | | 11111111111111111111111111111111111111 |
|--|--|---|-----------------------------|--|
| Stay | | 0011/ | | 22 32 44 |
| Red | | | | |
| Haeddebd GON Graphite GON Grap | | | 90mm travel | 11 52 76 105 |
| ## Andichairs CON Graphite CON G | | | | 12 48 70 96 |
| Stem Shifters Sh | | | | 14 41 60 82 |
| Shift Shif | | | | |
| Shiffer's Front tideralleur's Shimano Deore LX Shimano Deore LX Shimano Deore LX Shimano Deore SX Shimano Deore SX Shimano Deore SX Shimano Deore SX Shimano Boere SX Shimano BB-UN52E SAvid Single Digit 20, direct pull Brakes Sinake Levers (Con Graphite, 4 arm 44/32/22 Shimano BB-UN52E Shimano H670 I1-32 Shimano H670 I1-32 Shimano H670 I1-32 Shimano H672 Shimano H672 Saddiel Shimano H672 Saddiel Shimano H672 Saddiel Saddie | | | 39.5mm steerer clamp neight | 16 36 52 72 |
| Front decalibut Shimano Deore LX Shimano Bore XI Shimano Borub Zi S | Chiffare | Chimana Doore I V DanidEire+ | | 18 32 47 64 |
| Rear deralleur Brakes Avid Single Digit 20, direct pull Integrated brake/shift 24 24 3 35 46 28 21 30 41 28 21 30 4 28 21 30 41 28 21 30 4 28 21 30 41 28 21 30 4 28 21 30 4 28 21 30 4 28 21 30 41 28 21 30 4 | | | Ton null Plate style | |
| Brake levers Crankset Bottom braket Shimano BF-UNSZE Pédals Cassette Shimano BF-UNSZE 95 Man BF-UNSZE 105 M | | = | top pull, Flate style | |
| Brake-levers Cransket CON Graphite, 4 arm 44/32/22 Shimano BB-UNSE Edd/IO4 mm booth hole circle Tall Shimano BB-UNSE Tall Shimano HG70 Tall Ta | | | | 24 24 35 48 |
| Crankset Colon Graphite, 4 arm 44/32/22 64/104 mm bolt hole circle 73 x 113 73 | | Avid Siligle Digit 20, direct pair | Integrated brake/shift | 28 21 30 41 |
| Self cassette Pedals Self and per RE1, clipless 9/16" axle 9/16" axle 22.3 lb. | | LICON Granhite 1 arm 11/32/22 | | |
| Pedidis Cassette Shimano HG70 11-32 9spd 10.10 kg. | | | | 3Z 18 26 36 |
| Cassette Chain Shimano HG72 | | | | |
| Chain Front whee Rolf Dolomite Rear wheel Rolf Dolomite Rear wheel Rolf Dolomite Rolf Dolo | | | | 1 |
| Front wheel Front tire Front wheel Rear wheel Front tire Front with Bontager Super X, 127tpi, folding 49/48 Hyper Glide cassette, 8/9 spd, 135 mm O.L.D. Velox 22 mm rimstrip 49/48 Hyper Glide cassette, 8/9 spd, 135 mm O.L.D. Velox 22 mm rimstrip 47/46 Front with Spokes Trivity Additionals Trivity Trivit | | | | 10.10 kg. |
| Front tire Rear wheel Rear wheel Rear wheel Rear wheel Rear wheel Rear wheel Rear tire Rear tire Tubes Spokes Tayl56 butted stainless, alloy nips Saddie Seatpost Seatpost Seat binder Additionals Substrated stainless, alloy nips Southager Sp. 2000, Cro-Moly/leather Colors Colo | | | | |
| Rear wheel Rear tire Tubes Spokes Dottrager Super-X, 127tpi, folding 47/46 Presta valve, utra light DT 14/15C butted stainless, alloy nips Saddie Seatpost Seat bind. Allow wintegral bolt Seat bind. Allow wintegral bolt Survey of the presta valve Seat bind. Allow wintegral bolt Survey of the presta valve Seat bind. Allow wintegral bolt Survey of the presta valve Survey of the presta v | | | | |
| Rear tire Tubes Spokes | | | | 35mm O.L.D. |
| Rear tire Bontrager Super-X, 127tpi, folding Tubes Tub | | 1.0.1. 2.0.0 | | |
| Tubes Spokes Spo | Rear tire | Bontrager Super-X, 127tpi, folding | | |
| Spokes DT 14/15G butted stainless, alloy nips 20 spoke Radial Front 24 spoke 2x Rear 250 260/261 rear (D/ND) | | Presta valve, ultra light | | Į |
| Saddle Seatpost Seat binder Seat binder Seat binder Seat binder Seat binder Additionals Seat binder Additionals Seat binder Additionals Seat binder Seat binder Additionals Seat binder Seat bin | Spokes | DT 14/15G butted stainless, alloy nips | | |
| CON Graphite, 2014 31.6mm diameter 39.85 clamp diameter 39.8 | | | 250 | 260/261 rear (D/ND) |
| Seat binder | Saddle | Bontrager FS 2000, Cro-Moly/leather | | |
| Additionals Colors Bright Silver / Red fork • Blue/ white decal Frame sizes Handlebar width 580 580 580 580 580 580 580 580 580 580 | | | 31.6mm diameter | |
| Frame sizes | | | 39.85 clamp diameter | |
| Frame sizes M L XL Handlebar width 580 580 580 Stem length 105 105 120 Stem angle 7 7 7 Crank length 350 350 350 Steerer, mm 208 228 248 Fork length 426.5 mm axler-crown race Head angle 71.0 71.0 71.0 Seat angle 73.0 72.5 MM Standover 744 782 821 Seat tube 125 145 165 Eff top tube 588 625 641 Reach 665 708 738 Chainstays 424 424 424 B B height 297 297 297 Offset 42 42 42 Trail 71 71 71 Wheelbase 1064 1102 1113 IN Standover 29.3 30.8 32.3 Seat tube 4.9 5.7 6.5 Eff top tube 23.1 24.6 25.2 Reach 26.2 27.9 29.1 Chainstays 16.7 16.7 16.7 BB height 11.7 11.7 11.7 Offset 17 11.7 11.7 Trail 0ffset 17 11.7 11.7 Trail 2.8 8 2.8 2.8 | Additionals | 3 water bottle mounts | | |
| Handlebar width Sen | Colors | Bright Silver / Red fork • Blue/ white o | lecal | |
| Handlebar width Sen | | _ | | \ |
| Handlebar width Sen | | | | |
| Handlebar width Sen | | | | |
| Handlebar width Sen | | | | |
| Handlebar width Sen | | | | |
| Stem length 105 105 120 7 7 7 7 7 7 7 7 7 | A SAME SAME ASSESSED. | | | |
| Stem angle 7 | | | | |
| Crank length 175 175 175 175 350 3 | | d to the state of | | |
| Seatpost length 350 350 350 208 228 248 | | 1 | | |
| Steerer, mm 208 228 248 | | | | |
| Fork length Head angle 71.0 71.0 71.0 71.0 72.5 MM Standover 744 782 821 | | | | |
| Head angle 71.0 71.0 71.0 72.5 | Steerer, mm | 208 228 248 | | |
| Head angle 71.0 71.0 71.0 72.5 | Caula la a mala | 436 F mm ayloverous race | | |
| Seat angle | | | | |
| MM Standover Seat tube 744 782 821 Seat tube 445 495 545 Head tube 125 145 165 Eff top tube 588 625 641 Reach 665 708 738 Chainstays 424 424 424 BB height 297 297 297 Offset 42 42 42 Trail 71 71 71 Wheelbase 1064 1102 1113 IN Standover Seat tube 29.3 30.8 32.3 Seat tube 4.9 5.7 6.5 Eff top tube 23.1 24.6 25.2 Reach 26.2 27.9 29.1 Chainstays 16.7 16.7 BB height 11.7 11.7 Offset 1.7 1.7 1.7 Trail 2.8 2.8 2.8 | | | | |
| Seat tube | 70000 - 7000 00000 0000 0000 0000 0000 | | | |
| Head tube Eff top tube Reach Reach Chainstays BB height Vineelbase IN Standover Seat tube Head tube Eff top tube Chainstays BE fi top tube A9 Seat tube Head tube Reach Chainstays A24 A24 A24 A24 A25 A2 | T T STATE OF THE S | | | |
| Eff top tube Reach Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube Reach Chainstays A24 424 424 A25 BB height A2 42 42 Trail T1 71 71 T1 71 Wheelbase IN Standover Seat tube Head tube A9 5.7 6.5 Eff top tube Reach Reach Chainstays BB height A9 5.7 16.7 Chainstays BB height T1.7 11.7 11.7 BB height Offset Trail C.8 2.8 2.8 2.8 | | | | |
| Reach Chainstays 424 4 | | | | |
| Chainstays 424 424 424 BB height 297 297 297 Offset 42 42 42 Trail 71 71 71 Wheelbase 1064 1102 1113 IN Standover Seat tube 17.5 19.5 21.5 Head tube 4.9 5.7 6.5 Eff top tube 23.1 24.6 25.2 Reach 26.2 27.9 29.1 Chainstays 16.7 16.7 16.7 BB height 11.7 11.7 11.7 Offset 1.7 1.7 1.7 Trail 2.8 2.8 2.8 | | | | |
| BB height Offset 42 42 42 Trail 71 71 71 Wheelbase 1064 1102 1113 IN Standover Seat tube Head tube 4.9 5.7 6.5 Eff top tube 23.1 24.6 25.2 Reach 26.2 27.9 29.1 Chainstays 16.7 16.7 16.7 BB height 11.7 11.7 11.7 Offset 1.7 1.7 1.7 Trail 2.8 2.8 2.8 | | | | |
| Offset | | | | |
| Trail 71 71 71 71 Wheelbase 29.3 30.8 32.3 Seat tube 17.5 19.5 21.5 Head tube 4.9 5.7 6.5 Eff top tube 23.1 24.6 25.2 Reach 26.2 27.9 29.1 Chainstays 16.7 16.7 16.7 BB height 11.7 11.7 11.7 Offset 1.7 1.7 1.7 Trail 2.8 2.8 2.8 | | | | |
| Wheelbase 1064 1102 1113 IN Standover Seat tube 29.3 30.8 32.3 Seat tube 17.5 19.5 21.5 Head tube 4.9 5.7 6.5 Eff top tube 23.1 24.6 25.2 Reach 26.2 27.9 29.1 Chainstays 16.7 16.7 16.7 BB height 11.7 11.7 11.7 Offset 1.7 1.7 1.7 Trail 2.8 2.8 2.8 | | | | |
| N Standover 29.3 30.8 32.3 | | | | |
| Seat tube 17.5 19.5 21.5 Head tube 4.9 5.7 6.5 Eff top tube 23.1 24.6 25.2 Reach 26.2 27.9 29.1 Chainstays 16.7 16.7 16.7 BB height 11.7 11.7 11.7 Offset 1.7 1.7 1.7 Trail 2.8 2.8 2.8 | | · · · · · · · · · · · · · · · · · · · | <u> </u> | |
| Seat tube 17.5 19.5 21.5 Head tube 4.9 5.7 6.5 Eff top tube 23.1 24.6 25.2 Reach 26.2 27.9 29.1 Chainstays 16.7 16.7 16.7 BB height 11.7 11.7 11.7 Offset 1.7 1.7 1.7 Trail 2.8 2.8 2.8 | IN Standover | 29.3 30.8 32.3 | | |
| Head tube 4.9 5.7 6.5 Eff top tube 23.1 24.6 25.2 Reach 26.2 27.9 29.1 Chainstays 16.7 16.7 16.7 BB height 11.7 11.7 11.7 Offset 1.7 1.7 1.7 Trail 2.8 2.8 2.8 | | | | |
| Eff top tube 23.1 24.6 25.2 Reach 26.2 27.9 29.1 Chainstays 16.7 16.7 16.7 BB height 11.7 11.7 11.7 Offset 1.7 1.7 1.7 Trail 2.8 2.8 2.8 | | 4.9 5.7 6.5 | | |
| Reach 26.2 27.9 29.1 Chainstays 16.7 16.7 16.7 BB height 11.7 11.7 11.7 Offset 1.7 1.7 1.7 Trail 2.8 2.8 2.8 | | 23.1 24.6 25.2 | | |
| Chainstays 16.7 16.7 16.7 BB height 11.7 11.7 11.7 Offset 1.7 1.7 1.7 Trail 2.8 2.8 2.8 | | 26.2 27.9 29.1 | | |
| BB height 11.7 11.7 11.7 Offset 1.7 1.7 1.7 Trail 2.8 2.8 2.8 | | 16.7 16.7 16.7 | | |
| Trail 2.8 2.8 2.8 | BB height | 11.7 11.7 11.7 | | |
| | | | | |
| Wheelbase 41.9 43.4 43.8 | | | | |
| | Wheelbase | 41.9 43.4 43.8 | | |

| | | | • | | |
|----------------------------|---|-------------|--------------|--|---------------------|
| Main tubes | Alpha SL aluminu | | | 41.4 (0.14) (0.14) (0.14) | 22 32 44 |
| Stays | Alpha SL aluminu | | | | 11 52 76 105 |
| Fork | RockShox SID XC | | | 80mm travel | |
| Headset | Dia-Compe SA Al | | llov | 25.4/34.0/30.0, 27.0mm stack | 12 48 70 96 |
| Handlebars | ICON Graphite | | , | 25.4mm clamp diameter | 14 41 60 82 |
| Stem | ICON Graphite, di | rect conn | ect | 39.5mm steerer clamp height | 16 36 52 72 |
| Grips | Bontrager Ergo | | | , - | |
| Shifters | Shimano Deore X | T RapidFi | re SL | | 18 32 47 64 |
| Front derailleur | Shimano Deore X | T | | Top pull, 34.9 mm/ 1 3/8" | 21 27 40 55 |
| Rear derailleur | Shimano XTR SG | | | | 24 24 35 48 |
| Brakes | Avid Single Digit | 20, linear | pull | | |
| Brake levers | | 4.4/0 | 2/22 | Integrated brake/shift | 28 21 30 41 |
| Crankset Bottom bracket | ,p, . | | 2/22 | 64/104 mm bolt hole circle 73 x 113 | 32 18 26 36 |
| Pedals | Shimano BB-UN5 Bontrager RE-1, c | | | 9/16" axle | |
| Cassette | Shimano HG70 11 | | | 9spd | 24.2 lb. |
| Chain | Shimano HG72 | J L | | 106 length, 9 speed | 10.99 kg. |
| Front wheel | | | | Velox 19mm rimstrip | |
| Front tire | | X. 127tpi. | folding | 49/48 | |
| Rear wheel | Rolf Dolomite | | , | HyperGlide cassette, 8/9spd, 1 | 135mm O.L.D. |
| | | | | Velox 22mm rimstrip | |
| Rear tire | Bontrager Super- | | folding | 47/46 | |
| Tubes | Presta valve, ultr | | | | |
| Spokes | DT 14/15G butted | stainless | , alloy nips | 20 spoke Radial Front | 24 spoke 2 Rear |
| | | | | 250 | 260/261 rear (D/ND) |
| Saddle | Bontrager FS 200 | | oly/leather | 21 (| |
| Seatpost Seat binder | | | | 31.6mm diameter | |
| Additionals | Alloy w/integral b 2 water bottle me | | | 36.4 clamp diameter | |
| Colors | Gloss Black/ Blac | | van/white d | ecal | |
| | Oloss Black, Blac | K IOIK C | yan, mine a | CCGI | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| Frame sizes | S | M | L | XL | |
| Handlebar width | 580 | 580 | 580 | 580 | |
| Stem length | 90 | 105 | 105 | 120 7 | |
| Stem angle Crank length | 7 175 | 7 175 | 7 175 | , 175 | |
| Seatpost length | 350 | 350 | 350 | 350 | |
| Steerer, mm | 188 | 208 | 228 | 248 | |
| | 100 | 200 | LLO | 2-10 | |
| Fork length | 445 mr | n axle-crov | wn race | | |
| Head angle | 71.0 | 71.0 | 71.0 | 71.0 | |
| Seat angle | 73.5 | 73.0 | 73.0 | 72.5 | |
| MM Standover | 706 | 742 | 780 | 821 | |
| Seat tube | 394 | 445 | 495 | 546 | |
| Head tube | 105 | 125 | 145 | 165 | |
| Eff top tube | 550 | 588 | 625 | 641 | |
| Reach Chainstays | 614 | 671 | 708 434 | 738 424 | |
| BB height | 424 297 | 424 297 | 424 297 | 300 | |
| Offset | 42 | 42 | 42 | 42 | |
| Trail | 71 | 71 | 71 | 71 | |
| Wheelbase | 1030 | 1064 | 1101 | 1114 | |
| | | | | | |
| IN Standover | 27.8 | 29.2 | 30.7 | 32.3 | |
| Seat tube | 15.5 | 17.5 | 19.5 | 21.5 | |
| Head tube | 4.1 | 4.9 | 5.7 | 6.5 | |
| Eff top tube | 21.7 | 23.1 | 24.6 | 25.2 | |
| Reach | 24.2 | 26.4 | 27.9 | 29.1 | |
| Chainstays | 16.7 | 16.7 | 16.7 | 16.7 | |
| BB height Offset | 11.7 | 11.7 1.7 | 11.7 1.7 | 11.8 17 | |
| Onset Trail | 1.7 2.8 | 1.7 2.8 | 1.7 2.8 | 1.7 2.8 | |
| Wheelbase | 40.6 | 41.9 | 43.3 | 43.9 | |
| | 40.0 | | 73.3 | | |

35

| Main tubes | · · · F · · · = - · · · · · · · · · · · · · · · | | | | 22 32 44 |
|---|---|-------------------|--------------|--------------------------------|----------------------|
| Stays | | | | | 11 52 76 105 |
| Fork | RockShox Judy R | ace | | 80mm travel | 13 40 70 66 |
| Headset | Dia-Compe SA Ah | eadset, all | loy | 25.4/34.0/30.0, 27.0mm stack | |
| Handlebars | | | | 25.4mm clamp diameter | 14 41 60 82 |
| Stem | 1 | connect | | 41.0mm steerer clamp height | 16 36 52 72 |
| Grips Shifters | | v nalidnie | | | 18 32 47 64 |
| Front derailleur | | | 6+ | Top pull 34.0 mm/13/91 | |
| Rear derailleur | | | | Top pull, 34.9 mm/ 1 3/8" | 21 27 40 55 |
| Brakes | | | null | | 24 24 35 48 |
| Brake levers | Avid Single Digit I | Lo, ancer | Puii | Integrated brake/shift | 28 21 30 41 |
| Control Section Action Name of State (Section 2019) | ICON Graphite, 4 | arm 44/32 | 2/22 | 64/104 mm bolt hole circle | 32 18 26 36 |
| Bottom bracket | | | • | 73 x 113 | 3£ 16 26 36 |
| Pedals | Bontrager RE-1, cl | ipless | | 9/16" axle | 0.4.4.11 |
| Cassette | | 32 | | 9spd | 24,6 lb. |
| Chain | | | | 108 length, 9 speed | 11.17 kg. |
| Front wheel | | | | Velox 19mm rimstrip | |
| Front tire | | AC, folding |] | 49/54 | |
| Rear wheel | Rolf Satellite | | | HyperGlide cassette, 8/9spd, 1 | 35mm O.L.D. |
| Rear tire | Bontrages Janes | AC folding | | Velox 22mm rimstrip | |
| Real tire Tubes | | | , | 47/52 | |
| Spokes | | a ngiit | | 20 spoke Radial Front | 24 spoke 2 Rear |
| | Di 140 stailless | | | 254 | 263/265 rear (D/ND) |
| Saddle | Bontrager FS200 | O. Cro-Mol | v | L3 - | 200/200 redr (D/112) |
| Seatpost | ICON Onyx, 6061 | -, -, -, | • | 31.6mm diameter | |
| Seat binder | Alloy w/integral b | olt | | 36.4 clamp diameter | |
| Additionals | 2 water bottle mo | unts | | | |
| Colors | Team Blue/ Red fo | ork • Black | /white dec | :al | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| Frame sizes | S | М | L | XL | |
| Handlebar width | 580 | 580 | 580 | 580 | |
| Stem length | 90 | 105 | 105 | 120 | |
| Stem angle | 15 | 15 | 15 | 15 | |
| Crank length | 170 | 175 | 175 | 175 | |
| Seatpost length | 270 | 350 | 350 | 350 | |
| Steerer, mm | 189 | 209 | 229 | 249 | |
| Fork length | 427 | | | | |
| Head angle | | axle-crowing 71.0 | 71.0 | 71.0 | |
| Seat angle | 71.0 73.5 | 73.0 | 73.0 | 71.0 72.5 | |
| MM Standover | 706 | 742 | 780 | 821 | |
| Seat tube | 394 | 445 | 495 | 546 | |
| Head tube | 105 | 125 | 145 | 165 | |
| Eff top tube | 550 | 588 | 625 | 641 | |
| Reach | 607 | 664 | 701 | 730 | |
| Chainstays | 424 | 424 | 424 | 424 | |
| BB height | 297 | 297 | 297 | 300 | |
| Offset Trail | 42 | 42 | 42 71 | 42 | |
| Wheelbase | 71 1030 | 71 1064 | 71 1101 | 71 1114 | |
| White Chade | 1030 | 1004 | 1101 | 1114 | |
| IN Standover | 27.8 | 29.2 | 30.7 | 32.3 | |
| Seat tube | 15.5 | 17.5 | 19.5 | 21.5 | |
| Head tube | 4.1 | 4.9 | 5.7 | 6.5 | |
| Eff top tube | 21.7 | 23.1 | 24.6 | 25.2 | |
| Reach | 23.9 | 26.1 | 27.6 | 28.7 | |
| Chainstays | 16.7 | 16.7 | 16.7 | 16.7 | |
| BB height | 11.7 | 11.7 | 11.7 | 11.8 | |
| Offset Trail | 1.7 | 1.7 | 1.7 | 1.7 | |
| Wheelbase | 2.8 40.6 | 2.8 41.9 | 2.8 43.3 | 2.8 43.9 | |
| , minadinase | 40.0 | サルフ | 43,3 | 4J.7 | |

Alpha ZX

Who is the Alpha ZX for?

These bikes are designed with classic "NORBA Racing" geometry, which in modern terms we would class as all-round geometry. As such, they handle well in a wide variety of racing conditions as well as technical singletrack. This makes them perfect bikes for weekend athletes, NORBA racers, or even aspiring novice mountain bikers who have an athletic approach to cycling.

How do Alpha ZX bikes handle?

The Alpha ZX frames have a balanced feel, with fairly quick steering. They handle well in tight corners, and are moderately stable at speed. For single-track fun and occasional racing, these are great bikes. The specially designed Alpha tubeset gives the Alpha ZX bikes a smooth, light feeling that gets a rider through technical riding with a smile on their face.

The aggressive position and long-ish top tube provide a roomy cockpit with plenty of space for body english in technical terrain. The rider can easily transfer weight for efficient climbing either in or out of the saddle, and a smooth transition between the two positions.

Fitting Alpha ZX frames

Alpha ZX bikes are designed to put the rider in an aggressive mountain bike position. This means a forward leaning posture for good weight distribution and a powerful pedaling stance. Choose the frame size which puts the riders hands in the preferred position, then adjust the saddle accordingly.

Mechanic's Notes

Alpha ZX frames are designed to accept 27.2mm seat posts with a tolerance of 27.08 to 27.20mm outer diameter. Measure the seatpost for conformity to this tolerance prior to installation, and use grease prior to insertion.

Be sure bottom bracket threads are clean and well greased before insertion. Failure to do so may cause galling of the threads, especially when inserting iuto an aluminum bottom bracket shell.

Triple clamp forks put additional stress on a bike frame applied by both the extra length and the extra stiffness. For this reason, triple clamp forks should not be put on any year 2000 Trek other than the VRX dual suspension frames.

Our Price: \$

7000

| | - AVANIENCE - | •• | | | |
|--|---|------------------|------------|---------------------------------------|---------------------------|
| Main tubes | | | | | 22 32 44 |
| Stays | | | | | 11 52 76 105 |
| Fork | 1 | | 80mm tr | | 10 40 70 00 |
| Headset | | set, alloy | | 0/30.0, 27.0mm stack | |
| Handlebars | | | | clamp diameter | 14 41 60 82 |
| Stem | ICON Onyx, direct con | | 41.0mm : | steerer clamp height | 16 36 52 72 |
| Grips | | | | | |
| Shifters | | pidFire+ | | | 18 32 47 64 |
| Front derailleur | | _ | Top pull, | 34.9 mm/ 1 3/8" | 21 27 40 55 |
| Rear derailleur | | - | | | 24 24 35 48 |
| Brakes | | irect pull | 1-44- | 4 6 6 - 1-6:55 | |
| Brake levers | | (22/22 | | d brake/shift | |
| Bottom bracket | ICON Onyx, 4 arm 44, Shimano B8-UN52 | 32/22 | 73 x 113 | nm bolt hole circle | 32 18 26 36 |
| Pedals | T T T T T T T T T T T T T T T T T T T | · c | 9/16" axl | 0 | |
| Cassette | | •5 | 9spd | t | 25.6 lb. |
| Chain | | | | th, 9 speed | 11.62 kg. |
| Front wheel | | | | nm rimstrip | |
| Front tire | | | 49/54 | iiii riiiistrip | |
| Rear wheel | | | | de cassette, 8/9spd, 1 | 35mm O.L.D. |
| | | | | mm rimstrip | |
| Rear tire | Bontrager Jones AC | | 47/52 | · · · · · · · · · · · · · · · · · · · | |
| Tubes | | | , | | |
| Spokes | | | 24 spoke | Radial Front | 28 spoke 3x / radial Rear |
| | | | 254 | | 267/251 rear (D/ND) |
| Saddle | Bontrager FS 2000, C | ro-Moly | | | |
| Seatpost | ICON Onyx, 6061 Al | • | 27.2mm | diameter | |
| Seat binder | Alloy w/integral bolt | | 35.0 clar | np diameter | |
| Additionals | 2 water bottle mounts | (1 on XS) | | | |
| Colors | | | | | |
| | Metal Flake yellow / C | obalt fork • Cob | alt decal | | |
| | | | | | |
| | | | | | |
| | | | | | |
| Frame sizes | V | | | 3/1 | |
| Handlebar width | XS S | M 500 | L | XL | |
| Stem length | 580 58 | | 580 | 580 135 | |
| Stem angle | 90 105 15 15 | | 120 15 | 135 15 | |
| Crank length | 170 175 | | 175 | 175 | |
| Seatpost length | | | 350 | 350 | |
| Steerer, mm | 172 172 | | 209 | 229 | |
| | 112 112 | . 107 | 207 | LLJ | |
| Fork length | 442 mm axle | e-crown race | | | |
| Head angle | 71,0 71. | 71.0 | 71.0 | 71.0 | |
| Seat angle | 74.0 73. | | 73.0 | 72.5 | |
| MM Standover | 661 714 | 742 | 774 | 805 | |
| Seat tube | 330 419 | | 495 | 533 | |
| Head tube | | | 125 | 145 | |
| Eff top tube | 536 56 | | 596 | 610 | |
| Reach | 593 64 | | 685 | 711 | |
| Chainstays | 424 42 | | 424 | 424 | |
| BB height | 288 29 | | 295 | 297 | |
| Offset | 38 38 75 | | 38 | 38 | |
| Trail Wheelbase | 75 75 | 75 13 1057 | 75 1070 | 75 1080 | |
| witeeludSe | 1015 104 | 12 1057 | 1070 | 1080 | |
| IN Standover | 26.0 28 | .1 29.2 | 30.5 | 31.7 | - |
| Seat tube | 13.0 16. | | 19.5 | 21.0 | |
| Head tube | 3.5 3.5 | | 4.9 | 5.7 | |
| Eff top tube | 21.1 22 | | 23.5 | 24.0 | |
| Reach | 23.3 25 | | 27.0 | 28.0 | |
| Chainstays | 16.7 16. | | 16.7 | 16.7 | |
| BB height | 11.3 11.5 | | 11.6 | 11.7 | |
| Offset | 1.5 1.5 | 1.5 | 1.5 | 1.5 | |
| Trail | 3.0 3.0 | 3.0 | 3.0 | 3.0 | |
| Wheelbase | 40.0 41. | 0 41.6 | 42.1 | 42.5 | |
| _0000000000000000000000000000000000000 | L | | | | |

39

| Main tubes | Alpha 7V alumin | LEG | | | | 22 32 44 |
|--------------------------|---|------------------|--------------|------------------|--|-------------------------------|
| Stays | 1 1 | | | | | |
| Fork | · · · F · · · = · · · · · · · · · · · · | | | 63mm 1 | travel | 11 52 76 105 |
| | Dia-Compe SE-1 | | | | 1.0/30.0, 25.5mm stack | 12 48 70 96 |
| Handlebars | Alloy, 6° bend, 2 | | | | n clamp diameter | 14 41 60 82 |
| Stem | | | | | steerer clamp height | |
| Grips | | | | 41.011111 | steerer clamp height | 16 36 52 72 |
| Shifters | Shimano Deore F | | | | | 18 32 47 64 |
| Front derailleur | Shimano Deore | apiuriie | | Top pull | l, 34.9 mm/ 1 3/8" | |
| | Shimano Deore L | v ccc | | TOP Pull | i, 34.9 IIIII/ 1 3/6" | 21 27 40 55 |
| Brakes | | | | | | 24 24 35 48 |
| | Alloy LV77E direc | t pull | | | | 28 21 30 41 |
| | ICON Obsidian, 4 | | 22/22 | 64404 | mm bolt hole circle | |
| | Shimano BB-LP2 | | 02/22 | 73 x 113 | | 32 18 26 36 |
| | | | dantable | 9/16" a: | | 7-7-7 |
| reuais Caecatta | Alloy/alloy cage, Shimano HG50 1 | nibiess a | Tabranie | | xie | 26.6 lb. |
| Cassette | | -32, | | 9spd | gth, 9 speed | 12.08 kg. |
| | KT W55F | | | 100 1611 | ytii, 9 speeu | 30000 |
| Front rim | 1 | - | | Voley 10 | Omm rimstrin | |
| Front tire | Dominago: Out 12: | | | 49/53 | 9mm rimstrip | |
| Rear hub | | | | | lide cassette 9/0sed 131 | 5mm () |
| | Bontrager Corva | - ACVM | | | lide cassette, 8/9spd, 13! 2mm rimstrip | SIIIII U.L.D. |
| ncai i ilil Door tira | Bontrager Corva Bontrager Jones | I MOTIN | | veiox ∠ 46/50 | zmin rimstrip | |
| Tubes | | | | 40/30 | | |
| Spokes | | | | 32 cool | ro 2v Front 32 spoke 2v | v Boor |
| apukes. | 14G stainless | | | 32 spor | (e 3x Front 32 spoke 3) | x kear 262/263 rear (D/ND) |
| Saddle | Bontrager FS200 | 10 | | 204 | 2 | 102/203 Teal (D/ND) |
| | SP-312 alloy mici | o-adiust | | 27.2mm | n diameter | |
| Seat binder | Alloy w/integral I | o dujusi oolt | | | amp diameter | |
| Additionals | 2 water bottle m | ounts (1 o | n XS) | 05.0 010 | inp didireter | |
| Colors | Gloss Black / Red | | | | | |
| | Trek Red / Red fo | | | | | |
| | Herrica, rear | in Bido. | | | | |
| | | | | | | |
| | | | | | | |
| Frame sizes | XS | S | М | L | XL | |
| Handlebar width | 620 | 620 | 620 | 620 | 620 | |
| Stem length | 90 | 105 | 120 | 120 | 135 | |
| Stem angle | 15 | 15 | 15 | 15 | 15 | |
| Crank length | 170 | 175 | 175 | 175 | 175 | |
| Seatpost length | 300 | 350 | 350 | 350 | 350 | |
| Steerer, mm | 173 | 173 | 188 | 208 | 228 | |
| | | | | | | |
| Fork length | | n axle-crov | | | | |
| Head angle | 71.0 | 71.0 | 71.0 | 71.0 | 71.0 | |
| Seat angle | 74.0_ | 73.5 | 73.0 | 73.0 | 72.5 | |
| MM Standover | 661 | 714 | 742 | 774 | 805 | |
| Seat tube | 330 | 419 | 457 | 495 | 533 | |
| Head tube | 90 | 90 | 105 | 125 | 145 | |
| Eff top tube | 536 | 566 | 584 | 596 | 610 | |
| Reach | 593 | 642 | 673 | 685 | 711 | l |
| Chainstays | 424 | 424 | 424 | 424 | 424 | |
| BB height | 288 | 2 9 1 | 293 | 295 | 297 | |
| Offset | 42 | 42 71 | 42 71 | 42 71 | 42 | |
| Trail Wheelbase | 71 | 71 10.43 | 71 1057 | 71 | 71 | l |
| wiledibase | 1015 | 1042 | 1057 | 1070 | 1080 | |
| IN Standover | 26.0 | 28.1 | 29.2 | 30.5 | 31.7 | |
| IN Standover Seat tube | 13.0 | 26.1 16.5 | 18.0 | 30.5 19.5 | 21.0 | |
| Head tube | 3.5 | 3.5 | 4.1 | 4.9 | 5.7 | |
| Eff top tube | 21.1 | 3.5 22.3 | 4.1 23.0 | 4.9 23.5 | 24.0 | |
| Reach | 23.4 | 25.3 25.3 | 23.0 26.5 | 23.5 27.0 | 28.0 | l |
| Chainstays | 23.4 16.7 | 25.3 16.7 | 26.5 16.7 | 27.0 16.7 | 26.0 16.7 | |
| BB height | 11.3 | 11.5 | 11.5 | 11.6 | 11.7 | |
| Offset | 1.7 | 1.7 | 11.5 1.7 | 1.7 | 1.7 | |
| Trail | 2.8 | 2.8 | 2.8 | 2.8 | 2.8 | |
| Wheelbase | 40.0 | 41.0 | 41.6 | 42.1 | 42.5 | |
| | | -10 | -71.0 | 74.1 | 74.5 | |

| | and a superference of the particle of the form of a superference of the superference o | | | | | • | |
|--|--|---------------------|-----------------|---------------------|-------------|-----------------|--------------------------|
| Main tubes | Alpha aluminum | | | | | | 22 32 42 |
| | | | | | | | |
| Stays | | | | | | | 11 52 76 100 |
| Fork | | | | 75mm t | | | 13 44 65 85 |
| Headset | - · · · · · · | | | | | 5.5mm stack | |
| Handlebars | ICON Stronghold | 1 | | 25.4mm | n clamp dia | ameter | 15 38 56 73 |
| Stem | Alloy Ahead type | e | | 41.0mm | steerer cl | amp height | 17 34 49 65 |
| Grips | | | | | | , , | 17 34 49 65 |
| Shifters | , | | | | | | 20 29 42 55 |
| Front derailleur | | | | Top pull | Diata sty | 10 m/24 0mm | |
| | | | | lop pull | , Plate Sty | le w/34.9mm (| clamp 23 25 36 48 |
| | Shimano Deore I | | | | | | 26 22 32 42 |
| Brakes | | t pull | | | | | |
| Brake levers | Alloy LV77E, dire | ect pull | | | | | 30 19 28 37 |
| Crankset | Shimano Acera-) | 〈 42/32/22 | 2 | Riveted | | | |
| Bottom bracket | Shimano BB-LP2 | 27E | | 73 x 113 | | | |
| Pedals | Resin/alloy cage | w/clips an | d straps | 9/16" ax | de | | 27.2 lb. |
| Cassette | Shimano HG50-I | 11-30 | | 8spd | | | |
| Chain | 1631 | 11.50 | | | jth, 3/32" | | 12.35 kg. |
| | KT W55F | | | 100 lelli | yın, 3/32 | | |
| Front rim | · | •_ | | 1/-1 16 | ·• 4 | _•_ | |
| | | | | | mm rimst | гір | |
| Front tire | - | 5 | | 49/53 | | | |
| Rear hub | | | | | | te, 8/9spd, 13! | 5mm O.L.D. |
| Rear rim | Bontrager Corva | ir ASYM | | Velox 2 | 2mm rimst | trip | |
| Rear tire | Bontrager Jones | 5 | | 46/50 | | • | |
| Tubes | | | | | | | |
| | 14G stainless | | | 32 snok | e 3x Front | | 32 spoke 3x Rear |
| Aboutes | 140 210111632 | | | 264 | e ax mont | | • |
| Cadela | | : | | 204 | | 4 | 262/263 rear (D/ND) |
| Saddle | | oam | | | | | |
| Seatpost | Alloy micro-adju | st | | | diameter | | |
| Seat binder | Alloy w/quick rel | | | | mp diamet | | |
| Additionals | 2 water bottle m | iounts, raci | k mounts († | i bottle/no | rack on13 |) | |
| Colors | Titanium/ Red fo | rk • Red d | ecal | | | | |
| | Pearl Navy / Red | | | | | | |
| | l cullitary, mer | | acca. | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| Frame sizes | 13 | 16.5 | 18 | 19.5 | 21 | 22.5 | |
| Handlebar width | 580 | 580 | 580 | 580 | 580 | 580 | |
| Stem length | 90 | 110 | 110 | 130 | 130 | 130 | |
| Stem angle | 25 | 25 | 25 | 25 | 25 | 25 | |
| Crank length | 170 | 170 | 175 | 175 | 175 | 175 | |
| Seatpost length | 300 | 300 | 350 | 350 | 350 | 350 | |
| Steerer, mm | 173 | 173 | 188 | 208 | 228 | 268 | |
| | "" | 17.5 | 100 | 200 | 220 | 200 | |
| Early langth | 420 | | | | | | |
| Fork length | | m axle-crov | | 7 4 6 | | 74.5 | |
| Head angle | 70.5 | 71.0 | 71.0 | 71.0 | 71.0 | 71.0 | |
| Seat angle | 74.0 | 73.5 | 73.0 | 73.0 | 73.0 | 72.5 | |
| MM Standover | 650 | 712 | 74 1 | 772 | 802 | 839 | |
| └── | 330 | 419 | 457 | 495 | 533 | 572 | |
| Head tube | 90 | 90 | 105 | 125 | 145 | 185 | |
| Eff top tube | 530 | 560 | 57 9 | 589 | 600 | 610 | |
| Reach | 576 | 628 | 647 | 672 | 683 | 693 | |
| | | | | | | | |
| Chainstays | 430 | 430 | 430 | 430 | 430 | 430 | |
| BB height | 288 | 295 | 298 | 298 | 298 | 300 | |
| Offset | 38 | 38 | 38 | 38 | 38 | 38 | |
| Trail | 79 | 75 | 75 | 75 | 75 | 75 | |
| Wheelbase | 1016 | 1039 | 1055 | 1066 | 1078 | 1084 | |
| | | | | | | | |
| IN Standover | 25.6 | 28.0 | 29.2 | 30.4 | 31.6 | 33.0 | |
| Seat tube | 13.0 | 16.5 | 18.0 | 19.5 | 21.0 | 22.5 | |
| Head tube | | | | | | | |
| | 3.5 | 3.5 | 4.1 | 4.9 | 5.7 | 7.3 | |
| | 20.9 | 22.0 | 22.8 | 23.2 | 23.6 | 24.0 | |
| Eff top tube | | 24.7 | 25.5 | 26.5 | 26.9 | 27.3 | |
| Reach | 22.7 | | | | | | |
| | 22.7 16.9 | 16.9 | 16.9 | 16.9 | 16.9 | 16.9 | |
| Reach | 16.9 | 16.9 | | | | | |
| Reach Chainstays BB height | 16.9 11.3 | 16.9 11.6 | 11.7 | 11.7 | 11.7 | 11.8 | |
| Reach Chainstays BB height Offset | 16.9 11.3 1.5 | 16.9 11.6 1.5 | 11.7 1.5 | 11.7 1.5 | 11.7 1.5 | 11.8 1.5 | |
| Reach Chainstays BB height | 16.9 11.3 | 16.9 11.6 | 11.7 | 11.7 | 11.7 | 11.8 | |

Women's Specific Design- Mountain

Most bikes are built for men

For years women have been riding bikes designed partly, if not totally, for men. Their dealer may have made a few parts substitutions which made their men's bike work pretty well for them, especially in larger sizes where the physiology differences between men and women are not as great. But smaller women, who vary more from smaller men in physiology, suffered not only fit problems but performance gaps as well. Riding serious off road terrain with less than perfect handling can take a lot of the fun out of mountain biking.

More than a dropped top tube

The new WSD bikes are spec'd with women's specific components, like saddles, bars, and crank lengths. The WSD mountain bikes have women's specific suspension forks with softer springs. Not to mention that these frames are a completely different geometry than the men's bikes.

So while most 'women's' bikes make due by just tweaking a mens bike with a few add-ons or maybe a dropped top tube, we completely redesigned these bikes to meet the needs of performance oriented smaller women.

Women sit on a bike differently

There are several major differences in how men and women sit on a bike. The most obvious and most discussed is the pelvic structure. A woman's hips are wider, and the bony protuberances we all sit on, called ischial tuberosities, are also wider apart. This accounts for the popularity of women's saddles that are wider in the back than a man's.

A man's pelvic structure allows him to roll his pelvis forward on the saddle and lean forward aggressively. For most women, this hurts. The result is a woman sits on a bike seat with her pelvis in a more upright position. Then consider that a woman, compared to a man, generally has shorter arms for comparable overall height. The result is the handle-bars are hard to reach for the smaller woman on a man's machine.

Adjusting geometry to fit women

Trek engineers addressed these issues in several ways in the WSD geometry. To support their wider pelvis, women tend to sit further back on the saddle. With a steeper seat tube, the seat can be positioned placing the hips over the cranks for optimal power, while her butt is on the most comfortable part of the saddle. To adjust the reach for a more upright angle to the back, a shorter top tube is used. The handlebars are place higher by using a taller head tube, so her shorter arms can be at a relaxed angle for steering control and shock absorption.

These adjustments put the rider in a more comfortable, and powerful position. That makes hills easier and long rides less tiring. A common complaint among women riders is back pain, and the correct position

goes a long way to alleviate this problem.

Some of the corrections Trek made to these frames can be made to a men's frame with similar results, especially with taller women where physiology does not vary as much from a man's. But any frame will handle its best with the weight distribution applied in a certain way, and a men's frame is designed to have a man's heavy shoulders pressed firmly onto the handlebars in a bent over position. When you put a woman, who already has lighter shoulders, in a more upright position, there is much less weight on the front wheel. The result is much less steering stability and the bike becomes harder to control.

Steering and weight distribution

Steering stability on a bike is a combination of trail and centering force. Trail is the distance from the steering axis at the ground to the tire contact patch. But for trail to make a bike stable, there needs to be weight on the bars to apply a centering effect. The greater the weight on the bars the more stable a given bike will be. This is why a touring bike with front panniers is more stable than it would be with only rear panniers.

A smaller man on a small bike still applies plenty of centering force for good steering and handling. To achieve a similar amount of steering stability for a small woman in a more upright position, more trail is needed. Not only does stability lend confidence to the rider, it also means that less strength is required to hold the bike in a line. This again addresses an important difference between men and women, that of upper body strength. By decreasing the head angle of the women's bike, she will get similar handling with a similar 'feel' to that designed into a man's bike for a

Our Price: \$

8000 WSD

| Stays Fork Headset Handlebars Stem Grips Shifters Front derailleur Brakes Brake levers Crankset Bottom bracket Pedals Cassette Chain Front wheel Front tire Rear wheel | RockShox Judy Rac Dia-Compe SA Ahea ICON Onyx ICON Onyx, direct of Bontrager Ergo Shimano Deore LX Shimano Deore LX Shimano Deore XT Avid Single Digit 20 Alloy LV30E, short ICON Graphite, 4 ar Shimano BB-UN52 Bontrager RE-1, clip Shimano HG70 11-32 Shimano HG72 Rolf Satellite Bontrager Jones Ac Rolf Satellite | m te, light springs adset, alloy connect RapidFire+ SGS 0, direct pull reach direct pull rm 44/32/22 pless 2 C, folding | 80mm travel 25.4/34.0/30.0, 27.0mm stack 25.4mm clamp diameter 41.0mm steerer clamp height Top pull, 34.9 mm/ 1 3/8" 64/104 mm bolt hole circle 73 x 113 9/16" axie 9spd 106 length, 9 speed Velox 19mm rimstrip 49/54 HyperGlide cassette, 8/9spd, 1 Velox 22mm rimstrip | 14 41 60 82 16 36 52 72 18 32 47 64 21 27 40 55 24 24 35 48 28 21 30 41 32 18 26 36 24.6 lb. 11.17 kg. |
|--|---|---|---|--|
| Rear tire Tubes Spokes Saddle Seatpost Seat binder Additionals Colors | Presta valve, ultra l DT 14G stainless Bontrager FS 2000 | ight WSD t tonts (1 on XS) | 47/52 20 spoke Radial Front 254 31.6mm diameter 36.4 clamp diameter | 24 spoke 2 Rear 263/265 rear (D/ND) |
| Frame sizes Handlebar width Stem length Stem angle Crank length Seatpost length Steerer, mm | 560 ! 90 1 15 1 170 1 270 3 | S M 560 560 105 105 15 15 175 175 350 350 174 189 | | |
| Fork length Head angle Seat angle Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase | 70.0 75.0 670 355 90 518 573 424 288 42 78 | xxle-crown race 70.0 70.0 74.0 73.5 700 740 406 457 90 105 532 563 607 638 424 424 2288 293 42 42 78 78 | | |
| Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase | 14.0 3.5 20.4 22.6 16.7 11.3 1.7 3.1 | 27.6 29.1 16.0 18.0 3.5 4.1 20.9 22.2 23.9 25.1 16.7 16.7 11.3 11.5 1.7 1.7 3.1 3.1 40.3 41.4 | | |

Our Price: \$____

| and the state of t | | | | |
|--|---------------------------------|--------------|--------------------------------|---------------------|
| Main tubes | Alpha ZX aluminum | | | 22 32 44 |
| Stays | Alpha ZX aluminum | | | 11 52 76 105 |
| Fork | Rock Shox Judy XC, light spri | ngs | 63mm travel | 13 40 70 00 |
| Headset | Dia-Compe SE-1 Aheadset | | 25.4/34.0/30.0, 25.5mm stack | ` |
| Handlebars | Alloy, 5° bend, 25mm rise | | 25.4mm clamp diameter | 14 41 60 82 |
| | Alloy Ahead type | | 41.0mm steerer clamp height | 16 36 52 72 |
| Grips Shifters | | | | 18 32 47 64 |
| Front derailieur | | | Top pull 24.0 mm / 1.3/00 | |
| Rear derailleur | | | Top pull, 34.9 mm/ 1 3/8" | 21 27 40 55 |
| | Alloy TX22 direct pull | | | 24 24 35 48 |
| Brake levers | Alloy LV30E, short reach dire | ct pull | | 28 21 30 41 |
| Crankset | ICON Obsidian, 4 arm 44/32/ | 22 | 64/104 mm bolt hole circle | 32 18 26 36 |
| Bottom bracket | Shimano BB-LP27 | | 73 x 113 | 32 16 26 36 |
| Pedals | Alloy/alloy cage, clipless adap | table | 9/16" axle | 26.6.15 |
| | Shimano HG50 11-32 | | 9spd | 26.6 lb. |
| Chain | | | 108 length, 9 speed | 12.08 kg. |
| Front hub | | | Valor 10-ray simple | |
| Front tire | Bontrager Corvair | | Velox 19mm rimstrip 49/53 | |
| Rear hub | | | HyperGlide cassette, 8/9spd, 1 | 35mm O L D |
| | Bontrager Corvair ASYM | | Velox 22mm rimstrip | SSIIIII O.L.D. |
| Rear tire | Bontrager Jones | | 46/50 | |
| Tubes | | | 10,00 | |
| Spokes | 14G stainless | | 32 spoke 3x Front | 32 spoke 3x Rear |
| | | | 264 | 262/263 rear (D/ND) |
| Saddle | Bontrager FS 2000 WSD | | | |
| Seatpost | SP-312 alloy micro-adjust | | 27.2mm diameter | |
| Seat binder Additionals | Alloy w/integral bolt | C \ | 35.0 clamp diameter | |
| Colors | | | | |
| COICIA | Blackberry/ Tellow lock * Silve | ei uecai | | |
| | | | | |
| | | | | |
| | | | | |
| Frame sizes | | М | | |
| Handlebar width | | 620 | | |
| Stem length | | 105 | | |
| Stem angle | | 15 | | |
| Crank length Seatpost length | | 175 | | |
| Steerer, mm | | 350 188 | | |
| | 113 113 | 100 | | |
| Fork length | 427 mm axle-crown i | ace | | |
| Head angle | | 70.0 | | |
| Seat angle | 75.0 74.0 | 73.5 | | |
| MM Standover | | 740 | | |
| Seat tube | | 457 | | |
| Head tube Eff top tube | | 105 | | |
| Reach | | 563 638 | | |
| Chainstays | | 424 | | |
| BB height | | 293 | | |
| Offset | | 42 | | |
| Trail | | 78 | | |
| Wheelbase | 1018 1023 | 1051 | | |
| | 3300 | | | |
| IN Standover | | 29.1 | | |
| Seat tube | | 18.0 | | |
| Head tube Eff top tube | | 4.1 | | |
| Reach | | 22.2 25.1 | | |
| Chainstays | | 25.1 16.7 | | |
| BB height | | 11.5 | | |
| Offset | | 1.7 | | |
| Trail | 3.1 3.1 | 3.1 | | |
| Wheelbase | 40.1 40.3 | 41.4 | | |

| | enga ngapat | *************************************** | | | | |
|--|---|---|-------------|---|-----------|---|
| Main tubes | Alaba aluminum | Automorphism | | | | 22 32 42 |
| Stays | Alpha aluminum | | | | | |
| Fork | Alpha aluminum Manitou Magnum, l | ight coring | 30 | 75mm travel | | 11 52 76 100 |
| Headset | Dia-Compe SE-1 Ah | | 12 | 25.4/34.0/30.0, 25.5mm stack | , | 13 44 65 85 |
| Handlebars | | eauser | | 25.4mm clamp diameter | n | 15 38 56 73 |
| Stem | Alloy Ahead type | | | 41.0mm steerer clamp height | | |
| Grips | Bontrager Race, du | al density | | 4).Ollin steerer clamp height | | 17 34 49 65 |
| Shifters | Shimano Alivio Rap | | | | | 20 29 42 55 |
| Front derailleur | Shimano Acera-X | nui ii c | | Top pull, Plate style w/34.9mm | clamn | 23 25 36 48 |
| Rear derailleur | Shimano Deore LX | SGS | | top pan, riace style was norm. | . c.amp | |
| Brakes | Alloy TX22 direct p | | | | | 26 22 32 42 |
| Brake levers | Alloy LV30E, short | | ect pull | | | 30 19 28 37 |
| Crankset | Shimano Acera-X 4 | 2/32/22 | • | Riveted | | |
| Bottom bracket | Shimano BB-LP27E | | | 73 x 113 | | |
| Pedals | 114-117-1147 2-94 117 | | straps | 9/16" axle | | 27.2 lb. |
| Cassette | Shimano HG50-I 11- | -30 | | 8spd . | | 12.35 kg. |
| _ Chain | IG31 | | | 106 length, 3/32" | | 12.35 kg. |
| Front hub | 1 | | | Malass 40 and sign shall | | |
| Front rim Front tire | Bontrager Corvair | | | Velox 19mm rimstrip | | |
| | Bontrager Jones Shimano C201 | | | 49/53 HyperGlide cassette, 8/9spd, 1 | 125mm (| N L D |
| Rear rim | Bontrager Corvair | A C V M | | Velox 22mm rimstrip | ioonini C | J.L.D. |
| Rear tire | Bontrager Jones | H2 141 | | 46/50 | | |
| | Presta valve | | | -0/3 0 | | |
| Spokes | 14G stainless | | | 32 spoke 3x Front | 32 spol | ke 3x Rear |
| | | | | 264 | , . | 3 rear (D/ND) |
| Saddle | Trek Women's | | | | • | , . , |
| Seatpost | Alloy micro-adjust | | | 27.2mm diameter | | |
| Seat binder | Alloy w/quick relea | | | 31.9 clamp diameter | | |
| Additionals | | | | bottle/no rack on XS, S) | | |
| Colors | Pearl White/ Coball | t fork • Co | bait decal | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| Frame sizes | xs | S | М | | | |
| Handlebar width | | ა 560 | 560 | | | |
| Stem length | 1 | 110 | 110 | | | |
| Stem angle | | 25 | 25 | | | |
| Crank length | | 170 | 175 | | | |
| Seatpost length | 300 | 300 | 300 | | | |
| Steerer, mm | 173 | 173 | 188 | | | |
| | | | | | | |
| Fork length | | axle-crown | | | | |
| Head angle | | 70.0 | 70.0 | | | |
| Seat angle | | 74.0 | 73.5 | | | 219119192000000000000000000000000000000 |
| MM Standover Seat tube | | 700 406 | 740 457 | | | |
| Head tube | | 406 90 | 105 | | | |
| Eff top tube | | 532 | 563 | i | | |
| Reach | | 599 | 630 | | | |
| Chainstays | | 424 | 424 | | | |
| BB height | | 288 | 293 | | | |
| Offset | | 38 | 38 | | | |
| Trail | | 82 | 82 | | | |
| Wheelbase | 1018 | 1023 | 1051 | | | |
| er r | | | | | | · · · · · · · · · · · · · · · · · · · |
| IN Standover | | 27.6 | 29.1 | | | |
| Seat tube Head tube | | 16.0 | 18.0 | | | |
| Eff top tube | | 3.5 20.9 | 4.1 22.2 | | | |
| Reach | | 20.9 23.6 | 24.8 | | | |
| Chainstays | | 23.0 16.7 | 16.7 | | | |
| BB height | | 11.3 | 11.5 | | | |
| Offset | | 1.5 | 1.5 | | | |
| Trail | | 3.2 | 3.2 | | | |
| Wheelbase | | 40.3 | 41.4 | | | |
| NAME OF A PERSONAL PROPERTY OF A PERSONAL PRO | L | | | | | |

| Main tubes | Alpha aluminum | | | | | | | 24 34 42 | |
|----------------------------|--------------------|--------------|--------------|--------------|---------------|------------------|------------|--|------------|
| Stays | | | | | | | | 11 57 81 100 | |
| Fork | | | | 65mm | travel | | | | |
| Headset | Dia-Compe SE-1 / | headset | | | | 5.5mm stack | | 13 48 69 85 | |
| Handlebars | | | | | n clamp dia | | | 15 42 59 73 | |
| Stem | | ı | | 41.0mm | steerer cl | amp height | | 17 37 52 65 | |
| Grips | Trek Oasis, dual (| density | | | | | | | |
| Shifters | Shimano EZ Fire | + EF33 | | | | | | 20 31 45 55 | |
| Front derailleur | | | | Top pul | l, Plate styl | le w/34.9mm | clamp | 23 27 39 48 | |
| | Shimano Alivio | | | | | | | 26 24 34 42 | |
| _ Brakes | Alloy TX88L dire | ct pull | | | | | | | |
| Brake levers | | | | | ted brake/s | shift | | 30 21 30 37 | |
| | Shimano Altus 4. | | | Riveted | = | | | | Expression |
| | Shimano BB-CT9 | | | 73 x 110 | | | | | |
| Pedais | Resin/steel cage | w/clips a | nd straps | 9/16" a | xie | | | 27.7 lb. | |
| Casserre | Shimano HG50-I | 11-30 | | 8spd | ~+b 2/22!! | | | 12.58 kg. | |
| Front hub | + | | | ioo ien | gth, 3/32" | | | | |
| Front rim | Alloy, QR | | | Bubbon | rimstrip | | | | |
| Front tire | | | | 49/53 | rimstrih | | | | |
| Rear hub | Shimano C201 | | | | lide casset | te, 8/9spd, 13 | 35mm (| O L D | |
| Rear rim | | | | | rimstrip | .c., 0, 23pu, 1. | ا ۱۱۱۱۱۱دد | 7 s La 4 14° s | |
| Rear tire | | | | 46/50 | . moutp | | | | |
| Tubes | | | | .0,50 | | | | | |
| Spokes | | | | 36 snot | ke 3x Front | | 36 sno | ke 3x Rear | |
| | | | | 268 | | | | 64 rear (D/ND) | |
| Saddle | Oasis Supersoft | | | | | | | · · · · · · · · · · · · · · · · · · · | |
| Seatpost | Alloy micro-adjus | it | | 27.2mn | n diameter | | | | |
| Seat binder | Alloy w/quick rel- | ease | | 31.9 cla | mp diamet | ег | | | |
| Additionals | | | ck mounts (| 1 bottle, r | no rack on 1 | l 3") | | | |
| Colors | Gloss Black/Cand | ly Gold / | Black fork . | Black/sil | ver decal | | | | |
| | Ball burnished / I | Black for | k • Black de | çal | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| Frame sizes | 13 | 16.5 | 18 | 19.5 | 21 | 22.5 | | | |
| Handlebar width | 580 | 580 | 580 | 580 | 580 | 580 | | | |
| Stem length | 90 | 110 | 110 | 130 | 130 | 130 | | | |
| Stem angle Crank length | 25 170 | 25 170 | 25 170 | 25 | 25 170 | 25 170 | | | |
| Seatpost length | 300 | 300 | 350 | 170 350 | 400 | 400 | | | |
| Steerer, mm | 178 | 300 178 | 350 178 | 193 | 233 | 273 | | | |
| Steelen, men | 110 | 110 | 110 | 173 | 233 | 213 | | | |
| Fork length | 425 mr | n axle-cro | wn race | | | | | | |
| Head angle | 70.5 | 71.0 | 71.0 | 71.0 | 71.0 | 71.0 | | | |
| Seat angle | 74.0 | 73.5 | 73.0 | 73.0 | 73.0 | 72.5 | | | |
| MM Standover | 647 | 709 | 735 | 764 | 801 | 838 | | | |
| Seat tube | 330 | 419 | 457 | 495 | 533 | 572 | | | |
| Head tube | 90 | 90 | 90 | 105 | 145 | 185 | | | |
| Eff top tube | 530 | 560 | 579 | 589 | 600 | 610 | | | |
| Reach | 575 | 627 | 646 | 670 | 681 | 691 | | | |
| Chainstays | 430 | 430 | 430 | 430 | 430 | 430 | | | |
| BB height | 288 | 295 | 298 | 298 | 298 | 300 | | | |
| Offset | 42 | 42 | 42 | 42 | 42 | 42 | | | |
| Trail | 74 | 71 | 71 | 71 | 71 | 71 | | | |
| Wheelbase | 1016 | 1039 | 1056 | 1066 | 1078 | 1084 | | | |
| IN Standover | 25.5 | 270 | 20 0 | 201 | 21 ⊑ | 32 ^ | | ······································ | |
| IN Standover Seat tube | 25.5 13.0 | 27.9 16.5 | 28.9 18.0 | 30.1 19.5 | 31.5 21.0 | 33.0 22.5 | | | |
| Head tube | 3.5 | 3.5 | 18.0 3.5 | 4.1 | 21.0 5.7 | 7.3 | | | |
| Eff top tube | 20.9 | 22.0 | 3.5 22.8 | 23.2 | 23.6 | 7.3 24.0 | | | |
| Reach | 22.6 | 24.7 | 25.4 | 26.4 | 25.8 26.8 | 24.0 27.2 | | | |
| Chainstays | 16.9 | 16.9 | 16.9 | 16.9 | 16.9 | 16.9 | | | |
| BB height | 11.3 | 11.6 | 11.7 | 11.7 | 11.7 | 11.8 | | | |
| Offset | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | | | |
| Trail | 2.9 | 2.8 | 2.8 | 2.8 | 2.8 | 2.8 | | | |
| Wheelbase | 40.0 | 40.9 | 41.6 | 42.0 | 42.4 | 42.7 | | | |
| | | | | _ | - | nn | | | |

| Main tubes Stays Fork | Cro-Moly | um | | | - | | | 24 34 42 11 57 81 100 | |
|---|---|--------------------------------|---------------------------------|---------------------------------|--|------------------------------------|---------------------------------|---|--|
| Headset Handlebars Stem Grips | Dia-Compe SE-1 / Alloy, 5° bend (W Alloy Ahead type Trek Oasis, dual | /omen's 5 | Omm rise) | 25.4mr | n clamp di | !5.5mm sta ameter lamp heigh | | 13 48 69 85 15 42 59 73 17 37 52 65 | |
| Shifters Front derailleur Rear derailleur | Shimano EZ Fire Shimano Altus Shimano Alivio | + EF33 | | | 20 31 45 55 Top pull, Plate style w/34.9mm clamp 23 27 39 48 26 24 34 42 | | | | |
| Brakes Brake levers Crankset Bottom bracket | Alloy TX88L dire Shimano, direct Shimano Altus 4 Shimano BB-CT9 | oull 2/34/24 | ont, (TX95L | Riveted | Í | 30 21 30 37 | | | |
| Pedals Cassette Chain | Resin/steel cage Shimano HG50-I KMC Z-72 | | | 9/16" a 8spd | - | | | 27.2 lb. 12.35 kg. | |
| Front hub Front rim Front tire Rear wheel | Alloy Trek Connection | | | 26 x 1.9 | | tte, 8/9spd | , 135mm (| | |
| Rear tire Tubes | Alloy Trek Connection Schraeder valve | | | Rubber 26 x 1.9 | rimstrip 95 | | | | |
| Spokes Saddle Seatpost | Oasis Supersoft Alloy micro-adju: | | | 267 | ke 3x Front n diameter | | | ke 3x Rear 56 rear (D/ND) | |
| Seat binder Additionals Colors | Alloy w/quick rel 2 water bottle m Gloss Black/Trek Inkwell • Silver d | ounts, rac Red • Bla | | bottle, n | mp diamet o rack on 1 | ter 3) | | | |
| Frame sizes Handlebar width Stem length Stem angle | 13 580 90 25 | 16.5 580 110 25 | 18 580 110 25 | 19.5 580 130 25 | 21 580 130 25 | 22.5 580 130 25 | 17W 580 110 40 | 20W 580 110 40 | |
| Crank length Seatpost length Steerer, mm | 170 300 178 | 170 300 178 | 170 350 193 | 170 350 213 | 170 400 233 | 170 400 273 | 170 350 213 | 170 350 233 | |
| Fork length Head angle Seat angle | 70.5 74.0 | 71.0 73.5 | 71.0 73.0 | 71.0 73.0 | 71.0 73.0 | 71.0 72.5 | 71.0 73.5 | 71.0 73.0 | |
| Standover Seat tube Head tube Eff top tube Reach | 650 330 90 530 575 | 712 419 90 560 627 | 741 457 105 579 646 | 772 495 125 589 670 | 802 533 145 600 681 | 839 572 185 610 691 | 678 419 125 558 602 | 688 495 145 588 632 | |
| Chainstays BB height Offset Trail | 430 288 38 79 | 430 295 38 75 | 430 298 38 75 | 430 298 38 75 | 430 298 38 75 | 430 300 38 75 | 430 295 38 75 | 430 295 38 75 | |
| Wheelbase IN Standover | 1016 25.6 | 1039 | 1055 29.2 | 1066 30.4 | 1078 31.6 | 33.0 | 1039 | 27.1 | |
| Seat tube Head tube Eff top tube Reach | 13.0 3.5 20.9 22.6 | 16.5 3.5 22.0 24.7 | 18.0 4.1 22.8 25.4 | 19.5 4.9 23.2 26.4 | 21.0 5.7 23.6 26.8 | 22.5 7.3 24.0 27.2 | 16.5 4.9 22.0 23.7 | 19.5 5.7 23.1 24.9 | |
| Chainstays BB height Offset Trail | 16.9 11.3 1.5 3.1 | 16.9 11.6 1.5 3.0 | 16.9 11.7 1.5 3.0 | 16.9 11.7 1.5 3.0 | 16.9 11.7 1.5 3.0 | 16.9 11.8 1.5 3.0 | 16.9 11.6 1.5 3.0 | 16.9 11.6 1.5 3.0 | |
| Wheelbase | 40.0 | 40.9 | 41,5 | 42.0 | 42.4 | 42.7 | 40.9 | 42.0 | |

Our Price: \$

| Our Price: \$ | 800 |
|---------------|-----|
|---------------|-----|

| | | | | | | | | transporter, and transp |
|---|---|---|---|---|---|---|---|--|
| Headset Handlebars Stem Grips Shifters Front derailleur Rear derailleur Brakes Brake levers Crankset Bottom bracket Pedals Cassette Chain | High tensile stee Sync 288 Dia-Compe SE-1, Steel, 5° bend, 3 Alloy Ahead type Trek Oasis, dual Shimano EZ Fire Shimano Altus Shimano Acera-> Alloy TX88L dire Shimano Altus 4 Cartridge Resin/steel cage Shimano HG30-I KMC Z-51 Alloy, QR | Aheadset Omm rise edensity + EF28 cect pull 2/34/24 | eel | 25.4mm 41.0mm Down pu Integrat Riveted 68 x 116 9/16" ax 7 spd | .0/30.0, 2 n clamp di steerer c nll, Plate sty red brake/ | lamp heigh [.] rle w/31.8mr | t | 24 34 42 11 57 81 100 13 48 69 85 15 42 59 73 18 35 50 61 21 30 42 52 24 26 37 46 28 22 32 39 31.4 lb. 14.27 kg. |
| Front tire Rear hub Rear rim Rear tire Tubes | Alloy, QR Alloy Knobby, center o Schraeder valve | Rubber | rimstrip | 26 x 1.9 | lide casse 5 | tte, 7spd, 13 | | |
| Saddle Seatpost | Alloy micro-adju Quick release, 47 2 water bottle m | 7mm ounts, rac ht Silver • | | 267 27.2mm 1 bottle on | e 3x Front diameter | | 264/20 | oke 3x Rear 56 rear (D/ND) |
| Frame sizes Handlebar width Stem length Stem angle Crank length Seatpost length Steerer, mm | 13 600 90 25 170 300 178 | 16.5 600 110 25 170 300 178 | 18 600 110 25 170 350 178 | 19.5 600 130 25 170 350 193 | 21 600 130 25 170 400 233 | 22.5 600 130 25 170 400 273 | 17W 600 110 25 170 350 193 | |
| Fork length Head angle Seat angle MM Standover | 435 mi 70.0 74.0 638 | n axle-crov 70.5 73.5 697 | vn race 70.5 73.0 722 | 70.5 73.0 754 | 71.0 72.5 790 | 71.0 72.0 827 | 70.5 73.5 501 | |
| Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase | 330 90 528 572 435 288 38 82 1023 | 419 90 545 611 435 291 38 79 1032 | 457 90 555 621 435 291 38 79 1038 | 495 105 565 645 435 293 38 79 1049 | 533 145 575 656 435 293 38 75 1051 | 572 185 585 666 435 295 38 75 1057 | 432 105 542 608 435 283 38 79 1027 | |
| IN Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase | 25.1 13.0 3.5 20.8 22.5 17.1 11.3 1.5 3.2 40.3 | 27.4 16.5 3.5 21.5 24.0 17.1 11.5 1.5 3.1 40.6 | 28.4 18.0 3.5 21.9 24.4 17.1 11.5 1.5 3.1 40.9 | 29.7 19.5 4.1 22.2 25.4 17.1 11.5 1.5 3.1 41.3 | 31.1 21.0 5.7 22.6 25.8 17.1 11.5 1.5 3.0 41.4 | 32.6 22.5 7.3 23.0 26.2 17.1 11.6 1.5 3.0 41.6 | 19.7 17.0 4.1 21.3 23.9 17.1 11.1 1.5 3.1 40.4 | |

| Lean Control School School School State (School School Sch | | | | | | | | | | |
|--|----------------------|-----------------|---------------|-----------------------|-------------|--------------|--------------|--------------|--------|--|
| Main tubes | Double-butted C | ro-Molv s | teel | | | | | 22 | 32 42 | |
| Stays | High tensile stee | a [| | | | | | | | |
| | Cro-Moly | | | | | | | 11 52 | 76 100 | |
| Headset | VP H992W | | | 25 4/2 | 40/200 | 3 4 5 | 1- | 13 44 | 65 85 | |
| | | | | | 4.0/30.0, | | аск | | | |
| nanuleuai S | Alloy, 5° bend (V | vomen's (| 50mm rise) | | m clamp di | | | 15 38 | 56 73 | |
| Stem | — | | | 25.4m | m insertior | n | | 17 34 | 49 65 | |
| Grips | | | | | | | | | | |
| Shifters | GripShift ESP-5. | 0 | | | | | | 20 29 | 42 55 | |
| Front derailleur | | yle w/31.8m | m clamp | 23 25 | 36 48 | | | | | |
| Rear derailleur | GripShift ESP 5. | 0 | | | , | , | | | | |
| Brakes | Alloy TX88L dire | ect bull (1 | X95L rear v | vomen ⁱ s) | | | | 26 22 | 32 42 | |
| Brake levers | Alloy LG77E, dir | ect pull | INDE ICUI I | TOILICH 3/ | | | | 30 19 | 28 37 | |
| Cranksot | Shimano Acera- | / /2/22/ | 22 | Divete | _ | | | שט וש | 20 31 | |
| Bottom bracket | Similano Acera- | 42/32/2 | 22 | Riveted 68 x 116 | | | | | | |
| DOLLOIN DIGCREL | Cartriage | | | | _ | | | | | |
| Peudis | Platform | | | 9/16" a | axle | | | 29.2 1 | | |
| Cassette | | | | 8spd | | | | | | |
| Chain | KMC Z-72 | | | 108 lei | ngth, 3/32" | r | | 13.27 | kg. | |
| Front hub | Alloy, QR | | | | | | | | | |
| Front rim | Aluminum alloy | | | Rubbe | r rimstrip | | | | | |
| Front tire | Knobby, center of | connect | | 26 x 1.9 | | | | | | |
| | Alloy, QR | | | | Glide casse | tto 9/9cm | 1 125mm | 010 | | |
| Rear rim | Aluminum alloy | | | | r rimstrip | rre, or zape | ı, 199111111 | U.L.D. | | |
| Rear tire | Knobby, center of | onnoct | | | , | | | | | |
| Tubes | Cobrosider of | onnect | | 26 x 1.9 | 70 | | | | | |
| | Schraeder valve | | | | | | | | | |
| Spokes | 14G stainless | | | | ke 3x Fron | t | | ke 3x Rear | | |
| | | | | 267 | | | 264/20 | 66 rear (D/ | ND) | |
| Saddle | Oasis | | | | | | | | | |
| Seatpost | Alloy micro-adju | st | | 27.2 mr | n diameter | • | | | | |
| Seat binder | Quick release, 4 | 7mm | | | | | | | | |
| Additionals | 2 water bottle m | ounts (1 l | nottle on 13 | 17W 20V | V) rack mo | unts (no r | ack on 131 | 1) | | |
| Colors | Pearl White/ Tea | m Riue • | White/black | decal | ,, rack mo | dints (no i | ack on 15 | , | | |
| | Ice Red • Silver | | Willie, Didek | accui | | | | | ļ | |
| | lice ited - Silver (| accui | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| F | | | | | | | | | | |
| Frame sizes | 13 | 16.5 | 18 | 19.5 | 21 | 22.5 | 24 | 17 W | 20W | |
| Handlebar width | 580 | 580 | 580 | 580 | 580 | 580 | 580 | 580 | 600 | |
| Stem length | 105 | 105 | 105 | 120 | 120 | 135 | 135 | 120 | 120 | |
| Stem angle | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | |
| Crank length | 170 | 170 | 170 | 175 | 175 | 175 | 175 | 170 | 170 | |
| Seatpost length | 300 | 300 | 350 | 350 | 400 | 400 | 400 | 350 | 350 | |
| Steerer, mm | 127 | 127 | 127 | 142 | 182 | 222 | 262 | 142 | 182 | |
| | 121 | 121 | 121 | 142 | 102 | 222 | 202 | 142 | 102 | |
| Fork length | 304 | n avlo | IND FOCO | | | | | | | |
| Load seal | | n axle-cro | | 7 0 - | =4.5 | | | | | |
| Head angle | 70.0 | 70.5 | 70.5 | 70.5 | 71.0 | 71.0 | 71.0 | 70.5 | 70.5 | |
| Seat angle | 74.0 | 73.5 | 73.0 | 73.0 | 72.5 | 72.0 | 72.0 | 73.5 | 73.0 | |
| MM Standover | 638 | 697 | 722 | 754 | 790 | 827 | 863 | 50 1 | 501 | |
| Seat tube | 330 | 419 | 457 | 495 | 533 | 572 | 610 | 432 | 508 | |
| Head tube | 90 | 90 | 90 | 105 | 145 | 185 | 225 | 105 | 145 | |
| Eff top tube | 528 | 545 | 555 | 565 | 575 | 585 | 595 | 542 | 550 | |
| Reach | 573 | 591 | 601 | 618 | 629 | 647 | 657 | 595 | 603 | |
| Chainstays | 435 | 435 | 435 | 435 | 435 | 435 | 435 | 435 | 435 | |
| BB height | 288 | 29 1 | 291 | 293 | 293 | 295 | 295 | | | |
| Offset | 38 | 38 | 38 | 38 | | | | 283 | 283 | |
| Trail | | | | | 38 75 | 38 75 | 38 | 38 | 38 | |
| | 82 | 79 1022 | 79 1030 | 79 | 75 | 75 | 75 | 79 | 79 | |
| Wheelbase | 1023 | 1032 | 1038 | 1049 | 1051 | 1057 | 1068 | 1027 | 1031 | |
| | | | | | | | | | | |
| IN Standover | 25.1 | 27.4 | 28.4 | 2 9.7 | 31.1 | 32.6 | 34.0 | 19.7 | 19.7 | |
| Seat tube | 13.0 | 16.5 | 18.0 | 19.5 | 21.0 | 22.5 | 24.0 | 17.0 | 20.0 | |
| Head tube | 3.5 | 3.5 | 3.5 | 4.1 | 5.7 | 7.3 | 8.9 | 4.1 | 5.7 | |
| Eff top tube | 20.8 | 21.5 | 21.9 | 22.2 | 22.6 | 23.0 | 23.4 | 21.3 | 21.7 | |
| Reach | 22.5 | 23.2 | 23.6 | 24.3 | 24.8 | 25.5 | 25.9 | 23.4 | 23.7 | |
| Chainstays | 17.1 | 17.1 | 17.1 | 17.1 | 17.1 | 17.1 | 17.1 | 23.4 17.1 | 17.1 | |
| BB height | 11.3 | 11.5 | 11.5 | 11.5 | | | | | | |
| Offset | | | | | 11.5 | 11.6 | 11.6 | 11.1 | 11.1 | |
| | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | |
| Trail | 3.2 | 3.1 | 3.1 | 3.1 | 3.0 | 3.0 | 3.0 | 3.1 | 3.1 | |
| Wheelbase | 40.3 | 40.6 | 40.9 | 41.3 | 41.4 | 41.6 | 42.0 | 40.4 | 40.6 | |
| menter i in transport de la company de la co | | | | | | | | | | |

| | | 10 11 1 | | 746 | | | | 20 | 38 48 |
|---|--|---|---|---|---|---|--|---|---|
| Main tubes | | | seat tube | | | | | | |
| | High tensile stee | | | | | | | 13 56 | 77 97 |
| | High tensile stee | 1 | | 0= 4/0 | 0/200 | | -1. | 15 49 | 66 84 |
| | VP H992W | | | | | 4.5mm sta | ICK | | |
| | Steel, 60mm rise | 2 | | | r clamp dia | | | 17 43 | 59 74 |
| Stem | AT8 | | | 25,4mm | insertion | | | 19 39 | 52 66 |
| Grips | Trek Oasis, dual | density | | | | | | | |
| Shifters | GripShift MRX-18S | | | | | | | 21 35 | 47 60 |
| Front derailleur | Shimano TY-32 | | | | | | | | 42 52 |
| Rear derailleur | Shimano Acera-X | (| | | | | | | 36 45 |
| Brakes | | | | Integrat | ed | | | 28 26 | 30 45 |
| Brake levers | Alloy LG68, dired | ct null | | • | | | | | |
| | Shimano Tourney | | /38/28 | Riveted | | | | | |
| | VP-BC55P semi- | | , , | 68 x 12 | | | | | |
| | Platform | 04 | | 9/16" ax | | | | 29.8 lb | |
| | HG72 13-28 | | | 7spd | | | | | |
| | KMC Z-51 | | | | th, 3/32" | | | 13.54 k | ig. |
| | | | | no leng | 111, 3/32 | | | | |
| | Alloy, QR | | | Dubbor | rimatria | | | | |
| | Aluminum alloy | | | | rimstrip | | | | |
| | Knobby, center o | onnect | | 26 x 1.9 | | D # / 125 | | ` | |
| | Alloy, QR | | | | | R ft/rr, 135 | omm U.L.L | ۶. | |
| | Aluminum alloy | | | | rimstrip | | | | |
| | Knobby, center o | on n ect | | 26 x 1.9 | 5 | | | | |
| | Schraeder valve | | | | | | | | |
| Spokes | 14G stainless | | | 36 spok | e 3x Front | : | | ke 3x Rear | |
| | | | | 265 | | | 262/2 | 64 rear (D/ | ND) |
| Saddle | Oasis Supersoft | | | | | | | | |
| Seatpost | Alloy micro-adju | st | | 27.2mm | diameter | | | | |
| Seat binder | Bolt, M6 x 50 | | | | | | | | |
| Additionals | 2 water bottle m | ounts (1 b | ottle on 13 | . 17W, 20W |), rack mo | unts (no r | ack on 13' | ') | |
| Colors | Navy Pearl/Meta | illic Green | Navv/silv | er decal | ,, | • | | • | |
| | Blackberry • Gol | | (1417) | , c. accar | | | | | |
| | Gloss Black • Re | | | | | | | | |
| | GIOSS DIACK - KE | u decai | | | | | | | |
| | | | | | | | | | |
| Frame sizes | 13 | 16.5 | 18 | 19.5 | 21 | 22.5 | 13W | 17W | 20W |
| Handlebar width | 8 | 580 | 610 | 610 | 610 | 610 | 580 | 580 | 610 |
| | 3 | 105 | 105 | 120 | 120 | 135 | 105 | 120 | 120 |
| Stem length | | | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Stem angle | | 40 | | | | 170 | 170 | 170 | 170 |
| Crank length | | 170 | 170 | 170 | 170 | | | | |
| Seatpost length | | 300 | 350 | 350 | 400 | 400 | 300 | 350 | 350 |
| | | | | 141 | | 771 | | 141 | |
| Steerer, mm | | 126 | 126 | 141 | 181 | 2 2 1 | 128 | | 181 |
| | 126 | | | 141 | 181 | 221 | 128 | • • • | 181 |
| Fork length | 126 397 mi | m axle-cro | wn race | | | | | | |
| Fork length Head angle | 126 397 mi 70.0 | m axle-crov 70.5 | wn race 70.5 | 70.5 | 71.0 | 71.0 | 70.0 | 70.5 | 70.5 |
| Fork length Head angle Seat angle | 126 397 mi 70.0 74.0 | m axle-crov 70.5 73.5 | wn race 70.5 73.0 | 70.5 73.0 | 71.0 72.5 | 71.0 72.0 | 70.0 74.0 | 70.5 73.5 | 70.5 73.0 |
| Fork length Head angle Seat angle MM Standover | 126 397 mi 70.0 74.0 638 | m axle-crov 70.5 <u>73.5</u> 697 | wn race 70.5 73.0 722 | 70.5 73.0 754 | 71.0 72.5 790 | 71.0 72.0 827 | 70.0 74.0 580 | 70.5 73.5 501 | 70.5 73.0 501 |
| Fork length Head angle Seat angle MM Standover Seat tube | 126 397 mi 70.0 74.0 638 330 | m axle-crov 70.5 <u>73.5</u> 697 419 | vn race 70.5 73.0 722 457 | 70.5 73.0 754 495 | 71.0 72.5 790 533 | 71.0 72.0 827 572 | 70.0 74.0 580 330 | 70.5 73.5 501 432 | 70.5 73.0 501 508 |
| Fork length Head angle Seat angle MM Standover | 126 397 mi 70.0 74.0 638 330 | m axle-crov 70.5 73.5 697 419 90 | vn race 70.5 73.0 722 457 90 | 70.5 73.0 754 495 105 | 71.0 72.5 790 533 145 | 71.0 72.0 827 572 185 | 70.0 74.0 580 330 90 | 70.5 73.5 501 432 103 | 70.5 73.0 501 508 143 |
| Fork length Head angle Seat angle MM Standover Seat tube | 126 397 mi 70.0 74.0 638 330 90 | m axle-crov 70.5 <u>73.5</u> 697 419 | vn race 70.5 73.0 722 457 | 70.5 73.0 754 495 | 71.0 72.5 790 533 | 71.0 72.0 827 572 185 585 | 70.0 74.0 580 330 90 528 | 70.5 73.5 501 432 103 542 | 70.5 73.0 501 508 143 550 |
| Fork length Head angle Seat angle MM Standover Seat tube Head tube | 126 397 mi 70.0 74.0 638 330 90 528 | m axle-crov 70.5 73.5 697 419 90 545 | vn race 70.5 73.0 722 457 90 | 70.5 73.0 754 495 105 | 71.0 72.5 790 533 145 | 71.0 72.0 827 572 185 | 70.0 74.0 580 330 90 | 70.5 73.5 501 432 103 | 70.5 73.0 501 508 143 550 603 |
| Fork length Head angle Seat angle MM Standover Seat tube Head tube Eff top tube Reach | 126 397 mi 70.0 74.0 638 330 90 528 573 | m axle-crov 70.5 73.5 697 419 90 545 591 | vn race 70.5 73.0 722 457 90 555 601 | 70.5 73.0 754 495 105 565 618 | 71.0 72.5 790 533 145 575 629 | 71.0 72.0 827 572 185 585 647 | 70.0 74.0 580 330 90 528 573 | 70.5 73.5 501 432 103 542 595 | 70.5 73.0 501 508 143 550 |
| Fork length Head angle Seat angle MM Standover Seat tube Head tube Eff top tube Reach Chainstays | 126 397 mi 70.0 74.0 638 330 90 528 573 435 | m axle-crov 70.5 73.5 697 419 90 545 591 435 | vn race 70.5 73.0 722 457 90 555 601 435 | 70.5 73.0 754 495 105 565 618 435 | 71.0 72.5 790 533 145 575 629 435 | 71.0 72.0 827 572 185 585 647 435 | 70.0 74.0 580 330 90 528 573 435 | 70.5 73.5 501 432 103 542 595 435 | 70.5 73.0 501 508 143 550 603 435 |
| Fork length Head angle Seat angle MM Standover Seat tube Head tube Eff top tube Reach Chainstays BB height | 126 397 mi 70.0 74.0 638 330 90 528 573 435 288 | m axle-crov 70.5 73.5 697 419 90 545 591 435 291 | vn race 70.5 73.0 722 457 90 555 601 435 291 | 70.5 73.0 754 495 105 565 618 435 293 | 71.0 72.5 790 533 145 575 629 435 293 | 71.0 72.0 827 572 185 585 647 435 295 | 70.0 74.0 580 330 90 528 573 435 288 | 70.5 73.5 501 432 103 542 595 435 283 | 70.5 73.0 501 508 143 550 603 435 283 |
| Fork length Head angle Seat angle MM Standover Seat tube Head tube Eff top tube Reach Chainstays BB height | 126 397 mi 70.0 74.0 638 330 90 528 573 435 288 38 | m axle-crov 70.5 73.5 697 419 90 545 591 435 291 38 | vn race 70.5 73.0 722 457 90 555 601 435 291 38 | 70.5 73.0 754 495 105 565 618 435 293 38 | 71.0 72.5 790 533 145 575 629 435 293 38 | 71.0 72.0 827 572 185 585 647 435 295 38 | 70.0 74.0 580 330 90 528 573 435 288 38 | 70.5 73.5 501 432 103 542 595 435 283 38 | 70.5 73.0 501 508 143 550 603 435 283 38 |
| Fork length Head angle Seat angle MM Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail | 126 397 mi 70.0 74.0 638 330 90 528 573 435 288 38 82 | m axle-crov 70.5 73.5 697 419 90 545 591 435 291 38 79 | vn race 70.5 73.0 722 457 90 555 601 435 291 38 79 | 70.5 73.0 754 495 105 565 618 435 293 38 79 | 71.0 72.5 790 533 145 575 629 435 293 38 75 | 71.0 72.0 827 572 185 585 647 435 295 38 75 | 70.0 74.0 580 330 90 528 573 435 288 38 82 | 70.5 73.5 501 432 103 542 595 435 283 38 79 | 70.5 73.0 501 508 143 550 603 435 283 38 79 |
| Fork length Head angle Seat angle MM Standover Seat tube Head tube Eff top tube Reach Chainstays BB height | 126 397 mi 70.0 74.0 638 330 90 528 573 435 288 38 82 | m axle-crov 70.5 73.5 697 419 90 545 591 435 291 38 | vn race 70.5 73.0 722 457 90 555 601 435 291 38 | 70.5 73.0 754 495 105 565 618 435 293 38 | 71.0 72.5 790 533 145 575 629 435 293 38 | 71.0 72.0 827 572 185 585 647 435 295 38 | 70.0 74.0 580 330 90 528 573 435 288 38 | 70.5 73.5 501 432 103 542 595 435 283 38 | 70.5 73.0 501 508 143 550 603 435 283 38 |
| Fork length Head angle Seat angle MM Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase | 126 397 mi 70.0 74.0 638 330 90 528 573 435 288 38 82 1023 | m axle-crov 70.5 73.5 697 419 90 545 591 435 291 38 79 1032 | vn race 70.5 73.0 722 457 90 555 601 435 291 38 79 1038 | 70.5 73.0 754 495 105 565 618 435 293 38 79 1049 | 71.0 72.5 790 533 145 575 629 435 293 38 75 1051 | 71.0 72.0 827 572 185 585 647 435 295 38 75 1057 | 70.0 74.0 580 330 90 528 573 435 288 38 82 1023 | 70.5 73.5 501 432 103 542 595 435 283 38 79 1027 | 70.5 73.0 501 508 143 550 603 435 283 38 79 1031 |
| Fork length Head angle Seat angle Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase | 126 397 mi 70.0 74.0 638 330 90 528 573 435 288 38 82 1023 | m axle-crov 70.5 73.5 697 419 90 545 591 435 291 38 79 1032 | 70.5 73.0 722 457 90 555 601 435 291 38 79 1038 | 70.5 73.0 754 495 105 565 618 435 293 38 79 1049 | 71.0 72.5 790 533 145 575 629 435 293 38 75 1051 | 71.0 72.0 827 572 185 585 647 435 295 38 75 1057 | 70.0 74.0 580 330 90 528 573 435 288 38 82 1023 | 70.5 73.5 501 432 103 542 595 435 283 38 79 1027 | 70.5 73.0 501 508 143 550 603 435 283 38 79 1031 |
| Fork length Head angle Seat angle MM Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube | 126 397 mi 70.0 74.0 638 330 90 528 573 435 288 38 82 1023 25.1 13.0 | m axle-crov 70.5 73.5 697 419 90 545 591 435 291 38 79 1032 | 70.5 73.0 722 457 90 555 601 435 291 38 79 1038 | 70.5 73.0 754 495 105 565 618 435 293 38 79 1049 29.7 19.5 | 71.0 72.5 790 533 145 575 629 435 293 38 75 1051 31.1 21.0 | 71.0 72.0 827 572 185 585 647 435 295 38 75 1057 | 70.0 74.0 580 330 90 528 573 435 288 38 82 1023 22.8 13.0 | 70.5 73.5 501 432 103 542 595 435 283 38 79 1027 | 70.5 73.0 501 508 143 550 603 435 283 38 79 1031 |
| Fork length Head angle Seat angle MM Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube | 126 397 mi 70.0 74.0 638 330 90 528 573 435 288 38 82 1023 25.1 13.0 3.5 | m axle-crov 70.5 73.5 697 419 90 545 591 435 291 38 79 1032 | vn race 70.5 73.0 722 457 90 555 601 435 291 38 79 1038 28.4 18.0 3.5 | 70.5 73.0 754 495 105 565 618 435 293 38 79 1049 29.7 19.5 4.1 | 71.0 72.5 790 533 145 575 629 435 293 38 75 1051 31.1 21.0 5.7 | 71.0 72.0 827 572 185 585 647 435 295 38 75 1057 | 70.0 74.0 580 330 90 528 573 435 288 38 82 1023 22.8 13.0 3.5 | 70.5 73.5 501 432 103 542 595 435 283 38 79 1027 19.7 17.0 4.1 | 70.5 73.0 501 508 143 550 603 435 283 38 79 1031 19.7 20.0 5.6 |
| Fork length Head angle Seat angle MM Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube | 126 397 mi 70.0 74.0 638 330 90 528 573 435 288 38 82 1023 25.1 13.0 3.5 20.8 | m axle-crov 70.5 73.5 697 419 90 545 591 435 291 38 79 1032 | vn race 70.5 73.0 722 457 90 555 601 435 291 38 79 1038 28.4 18.0 3.5 21.9 | 70.5 73.0 754 495 105 565 618 435 293 38 79 1049 29.7 19.5 4.1 22.2 | 71.0 72.5 790 533 145 575 629 435 293 38 75 1051 31.1 21.0 5.7 22.6 | 71.0 72.0 827 572 185 585 647 435 295 38 75 1057 32.6 22.5 7.3 23.0 | 70.0 74.0 580 330 90 528 573 435 288 38 82 1023 22.8 13.0 3.5 20.8 | 70.5 73.5 501 432 103 542 595 435 283 38 79 1027 19.7 17.0 4.1 21.3 | 70.5 73.0 501 508 143 550 603 435 283 38 79 1031 19.7 20.0 5.6 21.7 |
| Fork length Head angle Seat angle MM Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube Reach | 126 397 mi 70.0 74.0 638 330 90 528 573 435 288 38 82 1023 25.1 13.0 3.5 20.8 22.5 | m axle-crov 70.5 73.5 697 419 90 545 591 435 291 38 79 1032 | vn race 70.5 73.0 722 457 90 555 601 435 291 38 79 1038 28.4 18.0 3.5 21.9 23.6 | 70.5 73.0 754 495 105 565 618 435 293 38 79 1049 29.7 19.5 4.1 22.2 24.3 | 71.0 72.5 790 533 145 575 629 435 293 38 75 1051 31.1 21.0 5.7 22.6 24.8 | 71.0 72.0 827 572 185 585 647 435 295 38 75 1057 32.6 22.5 7.3 23.0 25.5 | 70.0 74.0 580 330 90 528 573 435 288 38 82 1023 22.8 13.0 3.5 20.8 22.5 | 70.5 73.5 501 432 103 542 595 435 283 38 79 1027 19.7 17.0 4.1 21.3 23.4 | 70.5 73.0 501 508 143 550 603 435 283 38 79 1031 19.7 20.0 5.6 21.7 23.7 |
| Fork length Head angle Seat angle MM Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube | 126 397 mi 70.0 74.0 638 330 90 528 573 435 288 38 82 1023 25.1 13.0 3.5 20.8 22.5 | m axle-crov 70.5 73.5 697 419 90 545 591 435 291 38 79 1032 | vn race 70.5 73.0 722 457 90 555 601 435 291 38 79 1038 28.4 18.0 3.5 21.9 | 70.5 73.0 754 495 105 565 618 435 293 38 79 1049 29.7 19.5 4.1 22.2 | 71.0 72.5 790 533 145 575 629 435 293 38 75 1051 31.1 21.0 5.7 22.6 | 71.0 72.0 827 572 185 585 647 435 295 38 75 1057 32.6 22.5 7.3 23.0 | 70.0 74.0 580 330 90 528 573 435 288 38 82 1023 22.8 13.0 3.5 20.8 22.5 17.1 | 70.5 73.5 501 432 103 542 595 435 283 38 79 1027 19.7 17.0 4.1 21.3 23.4 17.1 | 70.5 73.0 501 508 143 550 603 435 283 38 79 1031 19.7 20.0 5.6 21.7 23.7 17.1 |
| Fork length Head angle Seat angle MM Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube Reach | 126 397 mi 70.0 74.0 638 330 90 528 573 435 288 38 82 1023 25.1 13.0 3.5 20.8 22.5 17.1 | m axle-crov 70.5 73.5 697 419 90 545 591 435 291 38 79 1032 | vn race 70.5 73.0 722 457 90 555 601 435 291 38 79 1038 28.4 18.0 3.5 21.9 23.6 17.1 | 70.5 73.0 754 495 105 565 618 435 293 38 79 1049 29.7 19.5 4.1 22.2 24.3 17.1 | 71.0 72.5 790 533 145 575 629 435 293 38 75 1051 31.1 21.0 5.7 22.6 24.8 | 71.0 72.0 827 572 185 585 647 435 295 38 75 1057 32.6 22.5 7.3 23.0 25.5 | 70.0 74.0 580 330 90 528 573 435 288 38 82 1023 22.8 13.0 3.5 20.8 22.5 | 70.5 73.5 501 432 103 542 595 435 283 38 79 1027 19.7 17.0 4.1 21.3 23.4 17.1 11.1 | 70.5 73.0 501 508 143 550 603 435 283 38 79 1031 19.7 20.0 5.6 21.7 23.7 17.1 11.1 |
| Fork length Head angle Seat angle MM Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube Reach Chainstays BB height | 126 397 mi 70.0 74.0 638 330 90 528 573 435 288 38 82 1023 25.1 13.0 3.5 20.8 22.5 17.1 11.3 | m axle-crov 70.5 73.5 697 419 90 545 591 435 291 38 79 1032 | vn race 70.5 73.0 722 457 90 555 601 435 291 38 79 1038 28.4 18.0 3.5 21.9 23.6 17.1 11.5 | 70.5 73.0 754 495 105 565 618 435 293 38 79 1049 29.7 19.5 4.1 22.2 24.3 17.1 11.5 | 71.0 72.5 790 533 145 575 629 435 293 38 75 1051 31.1 21.0 5.7 22.6 24.8 17.1 11.5 | 71.0 72.0 827 572 185 585 647 435 295 38 75 1057 32.6 22.5 7.3 23.0 25.5 17.1 11.6 | 70.0 74.0 580 330 90 528 573 435 288 38 82 1023 22.8 13.0 3.5 20.8 22.5 17.1 11.3 | 70.5 73.5 501 432 103 542 595 435 283 38 79 1027 19.7 17.0 4.1 21.3 23.4 17.1 | 70.5 73.0 501 508 143 550 603 435 283 38 79 1031 19.7 20.0 5.6 21.7 23.7 17.1 |
| Fork length Head angle Seat angle Seat angle MM Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset | 126 397 mi 70.0 74.0 638 330 90 528 573 435 288 38 82 1023 25.1 13.0 3.5 20.8 22.5 17.1 11.3 1.5 | m axle-crov 70.5 73.5 697 419 90 545 591 435 291 38 79 1032 | vn race 70.5 73.0 722 457 90 555 601 435 291 38 79 1038 28.4 18.0 3.5 21.9 23.6 17.1 11.5 1.5 | 70.5 73.0 754 495 105 565 618 435 293 38 79 1049 29.7 19.5 4.1 22.2 24.3 17.1 11.5 1.5 | 71.0 72.5 790 533 145 575 629 435 293 38 75 1051 31.1 21.0 5.7 22.6 24.8 17.1 11.5 1.5 | 71.0 72.0 827 572 185 585 647 435 295 38 75 1057 32.6 22.5 7.3 23.0 25.5 17.1 11.6 1.5 | 70.0 74.0 580 330 90 528 573 435 288 38 82 1023 22.8 13.0 3.5 20.8 22.5 17.1 11.3 1.5 | 70.5 73.5 501 432 103 542 595 435 283 38 79 1027 19.7 17.0 4.1 21.3 23.4 17.1 11.1 1.5 | 70.5 73.0 501 508 143 550 603 435 283 38 79 1031 19.7 20.0 5.6 21.7 23.7 17.1 11.1 1.5 |
| Fork length Head angle Seat angle MM Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube Reach Chainstays BB height | 126 397 mi 70.0 74.0 638 330 90 528 573 435 288 38 82 1023 25.1 13.0 3.5 20.8 22.5 17.1 11.3 1.5 3.2 | m axle-crov 70.5 73.5 697 419 90 545 591 435 291 38 79 1032 | vn race 70.5 73.0 722 457 90 555 601 435 291 38 79 1038 28.4 18.0 3.5 21.9 23.6 17.1 11.5 | 70.5 73.0 754 495 105 565 618 435 293 38 79 1049 29.7 19.5 4.1 22.2 24.3 17.1 11.5 | 71.0 72.5 790 533 145 575 629 435 293 38 75 1051 31.1 21.0 5.7 22.6 24.8 17.1 11.5 | 71.0 72.0 827 572 185 585 647 435 295 38 75 1057 32.6 22.5 7.3 23.0 25.5 17.1 11.6 | 70.0 74.0 580 330 90 528 573 435 288 38 82 1023 22.8 13.0 3.5 20.8 22.5 17.1 11.3 | 70.5 73.5 501 432 103 542 595 435 283 38 79 1027 19.7 17.0 4.1 21.3 23.4 17.1 11.1 | 70.5 73.0 501 508 143 550 603 435 283 38 79 1031 19.7 20.0 5.6 21.7 23.7 17.1 11.1 |

| Bulliands, and Bullian Barrier St. Commission of | | | | | | | | |
|--|--------------------|----------------|----------------|------------------------|-----------------|--------------------|---------------------|--------------------|
| Main tubes | Alpha aluminum | | | | | | | 28 38 48 |
| Stays | | | | | | | 11 67 91 114 | |
| Fork | Sync 168 | | | 45mm | travel | | | |
| Headset | Dia-Compe SE-1 | Aheadset | | | | | ick | 13 56 77 97 |
| Handlebars | | | | | n clamp di | | | 15 49 66 84 |
| Stem | Alloy adjustable | rise. Ahea | ad type | | | lamp heigh | t | |
| Grips | Foam | , | , | | | 17 43 59 74 | | |
| Shifters | Shimano Nexave | RapidFire | 9 + | | | | | 20 37 50 63 |
| Front derailleur | Shimano Nexave | | | Top pull. | (W-down), | 23 32 43 55 | | |
| Rear derailleur | Shimano Nexave | 400 | | | | | • | |
| Brakes | Alloy MD110 dire | ct pull (T) | (95L rear w | omen's) | | 26 28 38 48 | | |
| Brake levers | • | | | | ted brake/s | 34 22 29 37 | | |
| Crankset | Shimano Nexave | 400 48/ | 38/28, w/cl | nainguard | 79 mm | bolt hole c | ircle | |
| Bottom bracket | | | | 73 x 113 | } | | | |
| | Platform | | | 9/16" a: | xl e | | | 24 O Jb |
| Cassette | | 11-34 | | 8spd | | | | 31.8 lb. |
| Chain | | | | 108 len | gth, 3/32" | | | 14.45 kg. |
| Front hub | KT E55F | | | | | | | |
| Front rim | | | | Nylon r | | | | |
| Front tire | Semi-smooth | | | 26 x 1.7 | | | | |
| Rear nub | Shimano C201 | | | | | tte, 8/9spd | , 135mm | O.L.D. |
| Rear rim | | | | Nylon r | | | | |
| Rear tire | | | | 26 x 1.7 | 5 | | | |
| Tubes | | | | | | | | |
| Spokes | 15G stainless | | | | ke 3x Front | Ī | | oke 3x Rear |
| e-ual- | | | | 267 | | | 264/2 | 65 rear (D/ND) |
| Saudie | Oasis Webspring | | | 27.2 | | | | |
| | Shock absorber | | | | n diameter | | | |
| Additionals | Alloy w/quick rel | | sk mouets (| | mp diamet | | 4 | |
| Colors | | | .k mounts (| i bottie/no |) rack on s | o), KICKSLAII | u, | |
| | Inkwell - Silver u | iecais | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| 6596565 | | | | | | | | |
| Frame sizes | s | М | L | XL | XXL | W-M | W-L | |
| Handlebar width | 600 | 600 | 600 | 600 | 600 | 600 | 600 | |
| Stem length | 110 | 110 | 110 | 110 | 110 | 110 | 110 | |
| Stem angle | 45 | 45 | 45 | 45 | 45 | 45 | 45 | |
| Crank length | 170 | 170 | 1 7 5 | 175 | 175 | 170 | 170 | |
| Seatpost length | 300 | 300 | 350 | 350 | 350 | 300 | 350 | |
| Steerer, mm | 173 | 208 | 228 | 268 | 308 | 208 | 248 | |
| | | | | | | | | |
| Fork length | 397 mr | n axle-cro | wn race | | | | | |
| Head angle | 70.0 | 70.5 | 70.5 | 70.5 | 70.5 | 70.5 | 70.5 | |
| Seat angle | 74.0 | 73.5 | 73.0 | 73.0 | 72.5 | 73.5 | 73.0 | |
| MM Standover | 629 | 679 | 716 | 760 | 810 | 595 | 604 | |
| Seat tube | 305 | 368 | 419 | 470 | 533 | 368 | 419 | |
| Head tube Eff top tube | 90 | 125 544 | 145 | 1B5 | 225 | 125 | 165 549 | |
| Reach | 526 554 | 544 580 | 559 595 | 57 9 615 | 595 631 | 540 576 | 548 584 | |
| Chainstays | 435 | | 4 3 5 | 435 | | 576 425 | 435 | |
| BB height | 287 | 435 | 287 | 435 287 | 435 | 435 | 283 | |
| Offset | 38 | 287 38 | 38 | 38 | 287 38 | 283 38 | 203 38 | |
| Trail | 82 | 7 9 | 79 | 79 | 7 9 | 79 | 79 | |
| Wheelbase | 1021 | 1032 | 1042 | 1064 | 1076 | 1026 | 1031 | |
| | 1021 | 1032 | 1042 | 1004 | 1070 | 1020 | 1031 | |
| IN Standover | 24.8 | 26.7 | 28.2 | 29.9 | 31.9 | 23.4 | 23.8 | |
| Seat tube | 12.0 | 14.5 | 16.5 | 18.5 | 21.0 | 14.5 | 16.5 | |
| Head tube | 3.5 | 4.9 | 5.7 | 7.3 | 8.9 | 4.9 | 6.5 | |
| Eff top tube | 20.7 | 21.4 | 22.0 | 22.8 | 23.4 | 21.3 | 21.6 | |
| Reach | 21.8 | 22.9 | 23.4 | 24.2 | 24.9 | 22.7 | 23.0 | |
| Chainstays | 17.1 | 17.1 | 17.1 | 17.1 | 17.1 | 17.1 | 17.1 | |
| BB height | 11.3 | 11.3 | 11.3 | 11.3 | 11.3 | 11.1 | 11.1 | |
| Offset | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | |
| Trail | 3.2 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | |
| Wheelbase | 40.2 | 40.6 | 41.0 | 41.9 | 42.4 | 40.4 | 40.6 | |
| MANAGEMENT CANADAGE BUSINESS STEELING | 1 | | | | | | | |

51

| Main tubes | Alpha aluminum | | | | | | | 28 38 48 | |
|---------------------------|--------------------------------------|---------------------|----------------|--------------|----------------|--------------|--------------|--------------------|--|
| Stays | F | | | | | | | 11 67 91 114 | |
| Fork | | | | | | | | 13 56 77 97 | |
| Headset | | | | | | 34.5mm sta | ick | | |
| Handlebars | Alloy, 5° bend, 5 | Omm rise | • _ | | n clamp di | | | 15 49 66 84 | |
| Stem Grips | | suspensioi | n | ∠5.4mr | n insertior | 1 | | 17 43 59 74 | |
| | Shimano C202 EZ Fire+ | | | | | | | 20 37 50 63 | |
| Front derailleur | Shimano C102 Down pull, 34.9mm clamp | | | | | | | | |
| Rear derailleur | | | | Dominp | un, 0-1.211111 | Camp | | | |
| Brakes | | ct pull (T) | X95L rear v | vomen's) | | | | 26 28 38 48 | |
| Brake levers | | ' ' | | | ted brake/ | shift | | 34 22 29 37 | |
| Crankset | | 8/38/28, | w/chaingua | | | | | | |
| Bottom bracket | | | | 73 x 110 | | | | | |
| | Platform | | | 9/16" a | xle | | | 28.5 lb. | |
| Cassette | Shimano HG40- | l 11-34 | | 8spd | | | | 12.95 kg. | |
| Front hub | KMC Z-51 | | | 108 len | gth, 3/32" | | | | |
| Front rim | Allov | | | Nulon | imstrip | | | | |
| | Semi-smooth | | | 26 x 1.9 | | | | | |
| | Shimano C201 | | | | | tte, 8/9spa | 135mm | OLD | |
| Rear rim | | | | | imstrip | tte, 0, 55pc | , 10011111 | 5.2.5. | |
| Rear tire | | | | 26 x 1.9 | • | | | | |
| | Schraeder valve | | | | | | | | |
| Spokes | 15G stainless | | | 32 spol | ke 3x Fron | t | 32 sp | oke 3x Rear | |
| | | | | 267 | | | 264/2 | 266 rear (D/ND) | |
| Saddle | Oasis Webspring | | | 07.0 | | | | | |
| Seatpost Cost biodor | Shock absorber Alloy w/quick rel | 0000 | | | n diameter | | | | |
| Additionals | 2 water bottle m | ledse Lounfe rad | ck mounte (| | mp diame | | d | | |
| Colors | :1 | | ak illoulits (| ו הסננופ, וו | O Tack OII . | J, KICKSLAII | u | | |
| | Gloss Black • Sil | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| Frame sizes | S | М | L | ΧL | XXL | W-M | W-L | | |
| Handlebar width | 600 | 600 | 600 | 600 | 600 | 600 | 600 | | |
| Stem length Stem angle | 115 | 115 | 115 | 115 | 115 | 115 | 115 | | |
| Crank length | 45 170 | 45 170 | 45 170 | 45 170 | 45 170 | 45 170 | 45 170 | | |
| Seatpost length | 300 | 300 | 350 | 350 | 350 | 300 | 350 | | |
| Steerer, mm | 126 | 161 | 181 | 221 | 261 | 161 | 201 | | |
| | | · - - | | | _0. | | _0. | | |
| Fork length | 397 mr | n axle-cro | | | | | | | |
| Head angle | 70.0 | 70.5 | 70.5 | 70.5 | 70.5 | 70.5 | 70.5 | | |
| Seat angle | 74.0 | 73.5 | 73.0 | 73.0 | 72.5 | <u>73.5</u> | 73.0 | | |
| MM Standover | | 679 | 716 | 760 | 810 | 595 | 604 | | |
| Seat tube | 305 | 368 | 419 | 470 | 533 | 368 | 419 | | |
| Head tube Eff top tube | 90 526 | 125 544 | 145 559 | 185 579 | 2 2 5 | 125 E 40 | 165 E 4 9 | | |
| Reach | 526 567 | 544 586 | 601 | 579 621 | 595 637 | 540 582 | 548 590 | | |
| Chainstays | 435 | 435 | 435 | 435 | 435 | 435 | 435 | | |
| BB height | 287 | 287 | 287 | 287 | 287 | 283 | 283 | | |
| Offset | | 38 | 38 | 38 | 38 | 38 | 38 | | |
| Trail | 82 | 79 | 79 | 79 | 79 | 79 | 79 | | |
| Wheelbase | 1021 | 1032 | 1042 | 1064 | 1076 | 1026 | 1031 | | |
| F4 | | | | | | | | | |
| IN Standover | 24.8 | 26.7 | 28.2 | 29.9 | 31.9 | 23.4 | 23.8 | | |
| Seat tube | 12.0 | 14.5 | 16.5 5.7 | 18.5 | 21.0 | 14.5 | 16.5 | | |
| Eff top tube | 3.5 20.7 | 4.9 21.4 | 5.7 22.0 | 7.3 22.8 | 8.9 23.4 | 4.9 21.3 | 6.5 21.6 | | |
| Reach | 22.3 | 23.1 | 23.7 | 24.5 | 25.4 25.1 | 22.9 | 23.2 | | |
| Chainstays | 17.1 | 17.1 | 17.1 | 17.1 | 17.1 | 17.1 | 17,1 | | |
| BB height | 11.3 | 11.3 | 11.3 | 11.3 | 11.3 | 11.1 | 11.1 | | |
| Offset | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | |
| Trail | 3.2 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | | |
| Wheelbase | 40.2 | 40.6 | 41.0 | 41.9 | 42.4 | 40.4 | 40.6 | | |

| | | | | | | i | | |
|---|--|---|---|---|---|---|---|---|
| Stays Fork Headset Handlebars | High tensile ster VP H992W Steel, 50mm ris Alloy adjustable Trek Oasis, dual Shimano C102 Shimano C102 Shimano C101 Alloy TX102L dir | el e rise density rect pull (* | | 25.4mr 25.4mr Dashbo Down p women's) Integra | n clamp di n insertion pard pull, 34.9 n ted brake/ | nm/ 1 3/8" | ack | 28 38 48 11 67 91 114 13 56 77 97 16 46 62 79 19 39 52 66 22 33 45 57 26 28 38 48 34 22 29 37 |
| Cassette Chain Front hub Front rim Front tire Rear hub Front rim Rear tire | KMC Z-51 Alloy, QR Aluminum alloy Semi-smooth Alloy, QR Aluminum alloy Semi-smooth Schraeder valve | | | Rubber 26 x 1.9 Thread Rubber 26 x 1.9 | gth, 3/32" rimstrip 95 ed, 7spd, (rimstrip | ⊋R ft/rr, 135 t | 36 spc | oke 3x Rear |
| Saddle Seatpost Seat binder Additionals Colors | Shock absorber Quick release 2 water bottle m | ounts, rac er decal | | 31.9 cla 1 bottle, n | n diameter mp diame o rack on ! | ter | | 65 rear (D/ND) |
| Handlebar width Stem length Stem angle Crank length Seatpost length Steerer, mm | 600 90 45 170 300 125 | 600 110 45 170 350 160 | 600 110 45 170 350 180 | 600 110 45 170 350 220 | 600 110 45 170 350 260 | 600 90 45 170 300 | 600 110 45 170 350 200 | |
| Head angle Seat angle Seat angle Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase | 70.0 74.0 629 305 90 526 557 435 287 38 82 1021 | 70.5 73.5 679 368 125 544 584 435 287 38 79 1032 | 70.5 73.0 716 419 145 559 599 435 287 38 79 1042 | 70.5 73.0 760 470 185 579 619 435 287 38 79 1064 | 70.5 72.5 810 533 225 595 635 435 287 38 79 1076 | 70.5 73.5 595 368 125 540 572 435 283 38 79 1026 | 70.5 73.0 604 419 165 548 588 435 283 38 79 1031 | |
| IN Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase | 24.8 12.0 3.5 20.7 21.9 17.1 11.3 1.5 3.2 40.2 | 26.7 14.5 4.9 21.4 23.0 17.1 11.3 1.5 3.1 40.6 | 28.2 16.5 5.7 22.0 23.6 17.1 11.3 1.5 3.1 41.0 | 29.9 18.5 7.3 22.8 24.4 17.1 11.3 1.5 3.1 41.9 | 31.9 21.0 8.9 23.4 25.0 17.1 11.3 1.5 3.1 42.4 | 23.4 14.5 4.9 21.3 22.5 17.1 11.1 1.5 3.1 40.4 | 23.8 16.5 6.5 21.6 23.2 17.1 11.1 1.5 3.1 40.6 | |

| Main tubes | Alpha ZX alumin | um | | | 28 38 48 |
|-------------------------------|--------------------|-------------|------------------------|--------------------------------|------------------------|
| Stays | | | | | |
| Fork | | | | 30mm travel | |
| Headset | | | | 25.4/34.0/30.0, 25.5mm stack | , 13 59 80 101 |
| Handlebars | Alloy, 5° bend | caaset | | 25.4mm clamp diameter | 15 51 69 87 |
| Stem | | . | | 41.0mm steerer clamp height | |
| Grips | Trek Oasis, dual | | | 4 nomini steerer clamp neight | 17 45 61 77 |
| Shifters | Shimano Nexave | | + | | 20 38 52 65 |
| Front derailleur | Shimano Nexave 301 | | | Top pull, 34.9 mm/ 1 3/8" | |
| | Shimano Nexave 401 | | 10p pan, 34.5 mm, 13/6 | | |
| Brakes | Avid Single Digit | | null | | 26 29 40 50 |
| Brake levers | Avid AD-1.0 L, lo | | pun | | 30 25 35 44 |
| Crankset | | | 8/28 | 79 mm bolt hole circle | |
| Bottom bracket | pillinano riexare | | 0,20 | 73 x 113 | |
| Pedals | | | lantable | 9/16" axle | 074.11 |
| | Shimano HG50-I | 11-30. | aptable | 8spd | 27.1 lb. |
| Chain | | , | | 112 length, 3/32" | 12.30 kg. |
| Front wheel | | | | Velox 16mm rimstrip | |
| | Trek Invert II | | | 700 x 38c | |
| Rear wheel | | | | HyperGlide cassette, 8/9spd, 1 | 35mm O.L.D. |
| | | | | Velox 16mm rimstrip | |
| Rear tire | Trek Invert II | | | 700 x 38c | |
| Tubes | | | | | |
| Spokes | DT 14/15G butted | l stainless | | 20 spoke Radial Front | 24 spoke 2x Rear |
| | | - | | 278 | 288/287 rear (D/ND) |
| Saddle | Hybrid, leather c | over | | | |
| Seatpost | Polygon shock al | osorber | | 27.2mm diameter | |
| Seat binder | Alloy w/integral I | | | 35.0 clamp diameter | |
| Additionals | 2 water bottle m | ounts, raci | k mounts | · | |
| Colars | Pearl Navy / Silv | er fork • W | /hite decal | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| Frame sizes | 15 | 17.5 | 20 | 2 2. 5 | |
| Handlebar width | 580 | 580 | 580 | 580 | |
| Stem length | 90 | 90 | 110 | 110 | |
| Stem angle | 25 | 25 | 25 | 25 | |
| Crank length | 170 | 175 | 175 | 175 | |
| Seatpost length | 300 | 350 | 350 | 350 | |
| Steerer, mm | 173 | 188 | 188 | 208 | |
| _ , , , , , , , | | | | | |
| Fork length | | n axle-crov | | | |
| Head angle | 70.0 | 70.5 | 70.5 | 71.5 | |
| Seat angle MM Standover | 74.0 | 74.0 | 73.0 | 73.0 | |
| MM Standover Seat tube | 690 381 | 732 445 | 774 508 | 822 | |
| Head tube | 90 | 105 | 105 | 572 135 | |
| Eff top tube | 545 | 550 | 564 | 125 582 | |
| Reach | 545 590 | 603 | 632 | 651 | |
| Chainstays | 445 | 445 | 445 | 445 | |
| BB height | 281 | 281 | 281 | 281 | |
| Offset | 50 | 50 | 50 | 50 | |
| Trail | 74 | 70 | 70 | 64 | |
| Wheelbase | 1043 | 1044 | 1049 | 1057 | |
| | | 1011 | | 1031 | |
| IN Standover | 27.2 | 28.8 | 30.5 | 32.4 | |
| Seat tube | 15.0 | 17.5 | 20.0 | 22.5 | |
| Head tube | 3.5 | 4.1 | 4.1 | 4.9 | |
| Eff top tube | 21.5 | 21.7 | 22.2 | 22.9 | |
| Reach | 23.2 | 23.8 | 24.9 | 25.6 | |
| Chainstays | 17.5 | 17.5 | 17.5 | 17.5 | |
| BB height | 11.1 | 11.1 | 11.1 | 11.1 | |
| Offset | 2.0 | 2.0 | 2.0 | 2.0 | |
| Trail | 2.9 | 2.8 | 2.8 | 2 <i>.</i> 5 | |
| Wheelbase | 41.1 | 41.1 | 41.3 | 41.6 | |
| reministration and the second | L | | | | |

| | | | | | |
|--------------------------------|--|--------------|-------------|-----------------------------------|--------------------|
| Main tubes | Alpha ZX alumin | um | | | 28 38 48 |
| Stays | | | | | |
| Fork | • | | | 30mm travel | 11 69 94 119 |
| Headset | Tange Seiki Pass | | | 25.4/34.0/30.0, 32.0mm stack | 13 59 80 101 |
| Handlebars | | | 9 | 25.4mm clamp diameter | 15 51 69 87 |
| Stem | , + , - a, - a, a b i a | | | 25.4mm insertion | 17 45 61 77 |
| Grips Shifters | Trek Oasis, dual | | | | 20 38 52 65 |
| Front derailleur | GripShift Centera Shimano Nexave | | | Top pull, (W-down), 34.9 mm/ 1 3/ | |
| Rear derailleur | | | | 10p pail, (W down), 54.5 mm/ 13/ | |
| Brakes | Alloy TX22 direc | | | | 26 29 40 50 |
| Brake levers | | | | | 30 25 35 44 |
| Crankset | | | 38/28 | 79 mm bolt hole circle | |
| Bottom bracket Pedals | | | d atrana | 73 x 113 | |
| Cassette | | | iu straps | 9/16" axle 8spd | 27.B lb. |
| Chain | | 11 30 | | 112 length, 3/32" | 12.62 kg. |
| Front hub | Bontrager Comp | 1 | | | |
| Front rim | Bontrager Fairlar | ne | | Velox 19mm rimstrip | |
| Front tire | 110 1111011 | | | 700 x 38c | |
| Rear hub | - 0p | | | HyperGlide cassette, 8/9spd, 135r | mm O.L <i>.</i> D. |
| Rear rim Rear tire | | ie | | Velox 19mm rimstrip 700 x 38c | |
| Tubes | | | | 100 x 36c | |
| Spokes | | | | 32 spoke 3x Front 32 | spoke 3x Rear |
| | | | | | 4/296 rear (D/ND) |
| Saddle | , | | | | |
| Seatpost Seat binder | Polygon shock at Alloy w/integral t | | | 27.2mm diameter | |
| Additionals | 2 water bottle m | | ck mounts | 35.0 clamp diameter | |
| Colors | Metallic Ice Red | | | decal | |
| | | | | | |
| | | | | | |
| | | | | | |
| Frame sizes | 15 | 17.5 | 20 | 22.5 | |
| Handlebar width | 580 | 580 | 580 | 580 | |
| Stem length | 90 | 90 | 110 | 110 | |
| Stem angle | 45 | 45 | 45 | 45 | |
| Crank length | 170 | 170 | 175 | 175 | |
| Seatpost length Steerer, mm | 300 124 | 350 139 | 350 139 | 350 159 | |
| | 124 | 137 | 137 | 159 | |
| Fork length | | n axle-cro | | | |
| Head angle | 70.0 | 70.5 | 70.5 | 71.5 | |
| Seat angle MM Standover | 74.0 690 | 74.0 732 | 73.0 774 | 73.0 822 | |
| Seat tube | 381 | 445 | 508 | 572 | |
| Head tube | 90 | 105 | 105 | 125 | |
| Eff top tube | 545 | 550 | 564 | 582 | |
| Reach | 576 | 582 | 605 | 625 | |
| Chainstays BB height | 445 | 445 | 445 | 445 | |
| Offset | 281 50 | 281 50 | 281 50 | 281 50 | |
| Trail | 74 | 70 | 70 | 64 | |
| Wheelbase | 1043 | 1044 | 1049 | 1057 | |
| - 1 or 1 | | | | | , |
| Standover Seat tube | 27. 2 15.0 | 28.8 17.5 | 30.5 | 32.4 33.5 | |
| Head tube | 3.5 | 17.5 4.1 | 20.0 4.1 | 2 2. 5 4.9 | |
| Eff top tube | 21.5 | 21.7 | 22.2 | 4. 9 22.9 | |
| Reach | 22.7 | 22.9 | 23.8 | 24.6 | |
| Chainstays | 17.5 | 17.5 | 17.5 | 17.5 | |
| BB height | 11.1 | 11.1 | 11.1 | 11.1 | |
| Offset Trail | 2.0 2.9 | 2.0 2.8 | 2.0 2.8 | 2.0 2.5 | |
| Wheelbase | 2.9 41.1 | 2.8 41.1 | 2.8 41.3 | 2.5 41.6 | |
| | | 7101 | | -111 - | |

| Main tubes | Alpha ZX alumin | um | | | | | 28 38 48 |
|-----------------------|--|------------|------------|------------|------------------|--------------------|---------------------|
| Stays | · ··· -···- —· · · - · · - · · · · · · · · · · | | | | | | |
| Fork | | u | | | | | 11 69 94 119 |
| Headset | | age | | 25.4/34 | 4.0/30.0. 3 | 2.0mm stack | 13 59 80 101 |
| Handlebars | | | ! | | n clamp dia | | 15 51 69 87 |
| Stem | Alloy adjustable | | | | n insertion | | |
| Grips | Trek Oasis, dual | density | | | | | |
| Shifters | GripShift Center | | | | | | 20 38 52 65 |
| Front derailleur | Shimano Nexave | 401 | | Top pul | l, (W-down) |), 34.9 mm/ 1 3/8" | 23 33 45 57 |
| Rear derailleur | Shimano Deore L | | | | | | 26 29 40 50 |
| Brakes | Alloy TX22 direc | | | | | | |
| Brake levers | Alloy LG77E, dire | | | | | | 30 25 35 44 |
| Crankset | | • | 38/28 | | bolt hole o | ircle | |
| Bottom bracket | Shimano BB-LP2 | | | 73 x 113 | | | |
| Pedals | | w/clips an | d straps | 9/16" a: | xle | | 27.3 lb. |
| Cassette | Shimano HG50-1 | 11-30 | | 8spd | | | 12.39 kg. |
| Chain Front hub | IG31 | 1 | | 112 leng | jth, 3/32" | | |
| Front rim | Bontrager Comp | | | Valov 10 | omm simet | win. | |
| Front tire | | iic | | 700 x 3 | 9mm rimst ≀8c | ΠÞ | |
| Rear hub | Bontrager Comp | П | | | | te, 8/9spd, 135mn | n O I D |
| | Bontrager Fairíaí | | | | 9mm rimst | | |
| Rear tire | Trek Invert II | | | 700 x 3 | | | |
| Tubes | Schraeder valve | | | | | | |
| Spokes | | | | 32 spok | ke 3x Front | : 32 si | poke 3x Rear |
| | | | | 297 | _ | | '296 rear (D/ND) |
| Saddle | Trek hybrid, leatl | her cover | | | | | , , , |
| Seatpost | Polygon shock al | bsorber | | 27,2mm | n diameter | | |
| | Alloy w/integral | | | 35.0 cla | amp diame | ter | |
| Additionals | | | ck mounts | | | | |
| Colors | Titanium • Red d | | | | | | |
| | Pearl White • Go | ld decal | | | | | |
| | | | | | | | |
| | | | | | | | |
| Frame sizes | 15 | 17.5 | 20 | 22.5 | 15W | 17W | |
| Handlebar width | 580 | 580 | 580 | 580 | 580 | 580 | |
| Stem length | 90 | 90 | 110 | 110 | 90 | 90 | |
| Stem angle | 45 | 45 | 45 | 45 | 45 | 45 | |
| Crank length | 170 | 170 | 175 | 175 | 170 | 170 | |
| Seatpost length | 300 | 350 | 350 | 350 | 300 | 300 | |
| Steerer, mm | 124 | 139 | 139 | 159 | 139 | 159 | |
| | | | | | | | |
| Fork length | | n axle-cro | | | | | |
| Head angle | 70.0 | 70.5 | 70.5 | 71.5 | 70.0 | 70.5 | |
| Seat angle | 74.0 | 74.0 | 73.0 | 73.0 | 74.0 | 74.0 | |
| MM Standover | 690 | 732 | 774 | 822 | 598 | 603 | |
| Seat tube | 381 | 445 | 508 | 572 | 381 | 445 | |
| Head tube | 90 | 105 | 105 | 125 | 105 | 125 | |
| Eff top tube Reach | 545 576 | 550 583 | 564 605 | 582 | 543 574 | 547 570 | |
| Chainstays | 576 | 582 | 605 | 625 | 574 4.45 | 579 | |
| BB height | 445 281 | 445 281 | 445 281 | 445 281 | 445 | 445 | |
| Offset | 50 50 | 50 | 50 | 50 | 281 50 | 281 50 | |
| Trail | 74 | 70 | 70 | 64 | 74 | 70 | |
| Wheelbase | 1043 | 1044 | 1049 | 1057 | 1056 | 1056 | |
| | | | | 1001 | 1000 | ,000 | |
| IN Standover | 27.2 | 28.8 | 30.5 | 32.4 | 23.5 | 23.7 | |
| Seat tube | 15.0 | 17.5 | 20.0 | 22.5 | 15.0 | 17.5 | |
| Head tube | 3.5 | 4.1 | 4.1 | 4.9 | 4.1 | 4.9 | |
| Eff top tube | 21.5 | 21.7 | 22.2 | 22.9 | 21.4 | 21.5 | |
| Reach | 22.7 | 22.9 | 23.8 | 24.6 | 22.6 | 22.B | |
| Chainstays | 17.5 | 17.5 | 17.5 | 17.5 | 17.5 | 17.5 | |
| BB height | 11.1 | 11,1 | 11.1 | 11.1 | 11.1 | 11.1 | |
| Offset | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Trail | 2.9 | 2.8 | 2.8 | 2.5 | 2.9 | 2.8 | |
| Wheelbase | 41.1 | 41.1 | 41.3 | 41.6 | 41.6 | 41.6 | |

| | | | 384 | | • | |
|--------------------|--|--------------|--------------|--------------|-------------------------|-------------------------|
| Main tubes | Alpha aluminum | | | | | 28 38 48 |
| Stays | | | | | | |
| Fork | | | | | | 11 69 94 119 |
| Headset | VP H992W | | | 25.4/3 | 4.0/30.0, 34.5mm sta | .c. 13 59 80 101 |
| | Steel, 60mm ris | <u> </u> | | | m clamp diameter | 15 51 69 87 |
| Stem | | | | | m insertion | |
| | Trek Oasis, dual | density | | | | 17 45 61 77 |
| Shifters | GripShift Center | a ′ | | | | 20 38 52 65 |
| Front derailleur | | 301 | | Top pu | ll, 34.9 mm/ 1 3/8" | 23 33 45 57 |
| Rear derailleur | Shimano STX-RO | ; | | . , | | |
| Brakes | Alloy TX22 direc | t pull | | | | 26 29 40 50 |
| Brake levers | Alloy LG77E, dir | ect pull | | | | 30 25 35 44 |
| Crankset | Shimano Nexave | 301 48/3 | 8/28, w/ch | | Riveted | <u> </u> |
| | Shimano 88-CS1 | 5 | | 73 x 12 | | |
| Pedals Cassotto | | 11.20 | | 9/16" a | xle | 27.7 lb. |
| Cassette | Shimano HG50-1 HG50 | 11-30 | | 8spd | -th 2/22" | 12.58 kg. |
| | KT W55F | | | nz ien | gth, 3/32" | 12.50 kg. |
| Front rim | Bontrager Fairla | ne | | Volov 1 | 9mm rimstrip | |
| Front tire | Trek Invert II | 110 | | 700 x | | |
| Rear hub | Shimano C201 | | | | Glide cassette, 8/9spd, | 135mm () D |
| Rear rim | Bontrager Fairla | ne | | Velox 1 | 9mm rimstrip | , 13311111 G.L.D. |
| Rear tire | Trek Invert II | | | 700 x 3 | | |
| Tubes | | | | | | |
| Spokes | 14G stainless | | | 32 spo | ke 3x Front | 32 spoke 3x Rear |
| | | | | 295 | | 293/294 rear (D/ND) |
| Saddle | |) | | | | |
| Seatpost | Polygon shock a | bsorber | | | n diameter | |
| Seat Dillider | Alloy w/integral | bolt | | 31.9 cla | ımp diameter | |
| Auditionals | 2 water bottle m Inkwell Blue • Sil | ounts, rac | k mounts | 1 bottle o | n 13) | |
| CONIC | Black Gold • Silv | | | | | |
| | DIGCK GOID - SIIV | ei uecai | | | | |
| | | | | | | |
| | | | | | | |
| Frame sizes | 13 | 15 | 17.5 | 20 | 22.5 | |
| Handlebar width | 580 | 580 | 580 | 580 | 580 | |
| Stem length | 90 | 90 | 90 | 110 | 110 | |
| Stem angle | 45 | 45 | 45 | 45 | 45 | |
| Crank length | 170 | 170 | 170 | 170 | 170 | |
| Seatpost length | 300 | 300 | 350 | 350 | 350 | |
| Steerer, mm | 126 | 126 | 141 | 141 | 161 | |
| Fork length | 300 | | | | | |
| Head angle | | n axle-crov | | 7 0 F | 74 5 | |
| Seat angle | 70.0 74.5 | 70.0 74.0 | 70.5 74.0 | 70.5 73.0 | 71.5 | |
| MM Standover | 654 | 690 | 732 | 774 | 73.0 822 | |
| Seat tube | 330 | 381 | 445 | 508 | 572 | |
| Head tube | 90 | 90 | 105 | 105 | 125 | |
| Eff top tube | 538 | 545 | 550 | 564 | 582 | |
| Reach | 569 | 5 7 6 | 582 | 604 | 624 | |
| Chainstays | 445 | 445 | 445 | 445 | 445 | |
| BB height | 281 | 281 | 281 | 281 | 281 | |
| Offset | 50 | 50 | 50 | 50 | 50 | |
| Trail | 74 | 74 | 70 | 70 | 64 | |
| Wheelbase | 1055 | 1043 | 1044 | 1049 | 1057 | |
| IN Standover | 25.7 | 27.2 | 28.8 | 30 F | 22.4 | |
| Seat tube | 13.0 | 27.2 15.0 | ∠8.8 17.5 | 30.5 20.0 | 32.4 22.5 | |
| Head tube | 3.5 | 3.5 | 4.1 | 4.1 | 4.9 | |
| Eff top tube | 21.2 | 21.5 | 21.7 | 22.2 | 22.9 | |
| Reach | 22.4 | 22,7 | 22.9 | 23.8 | 24.6 | } |
| Chainstays | 17.5 | 17.5 | 17.5 | 17.5 | 17.5 | |
| BB height | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | |
| Offset | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Trail | 2.9 | 2.9 | 2.8 | 2.8 | 2.5 | |
| Wheelbase | 41.5 | 41.1 | 41.1 | 41.3 | 41.6 | |

| | | | | | 2 |
|---------------------------|------------------------------------|--------------------|--------------|------------------------------|-------------------------|
| Main tubes | Alpha aluminum | | | | 28 38 48 |
| Stays | Alpha aluminum | | | | 11 69 94 119 |
| Fork | Cro-Moly | | | | |
| Headset | | | | 25.4/34.0/30.0, 34.5mm stack | k 13 59 80 101 |
| Handlebars | Steel, 60mm rise | | | 25.4mm clamp diameter | 15 51 69 87 |
| Stem | Alloy adjustable r | ise | | 25.4mm insertion | 17 45 61 77 |
| Grips | | | | | |
| Shifters | | | | | 21 36 49 62 |
| Front derailleur | Shimano Nexave 3 | 301 | | Top pull, 34.9 mm/ 1 3/8" | 26 29 40 50 |
| Rear derailleur | | | | | 34 22 30 38 |
| Brakes | Alloy MV33 direct | pull | | | |
| Brake levers | GL 1 C102, 4.0 | /20/20 | ./ | Integrated brake/shift | |
| | Shimano C102 48 Shimano 8B-CS15 | | //cnainguar | 73 x 122.5 | |
| | Platform | | | 9/16" axle | 20.4" |
| | Shimano HG50 11- | 34 | | 7spd | 28.4 lb. |
| | HG50 | - | | 112 length, 3/32" | 12.89 kg. |
| Front hub | | | | , _, | |
| | 8ontrager Fairlan | е | | Velox 19mm rimstrip | |
| Front tire | Trek Invert II | | | 700 x 38c | |
| | Shimano C201 | | | HyperGlide Compact cassette, | , 7 speed, 135mm O.L.D. |
| Rear rim | Bontrager Fairlan | е | | Velox 19mm rimstrip | |
| | Trek Invert II | | | 700 x 38c | |
| | Schraeder valve | | | | |
| Spokes | 14G stainless | | | 32 spoke 3x Front | 32 spoke 3x Rear |
| Albhea | Oasis Web spring | | | 295 | 293/294 rear (D/ND) |
| | Polygon shock ab | corbor | | 27.2mm diameter | |
| Seat binder | Alloy w/integral b | olt | | 31.9 clamp diameter | |
| Additionals | 2 water bottle mo | ont Junts, raci | k mounts (1 | bottle on 15, 17W, 20W) | |
| Colors | | | | | |
| | Rainforest / Gold | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| Frame sizes | 15 | 17.5 | 20 | 22.5 | |
| Handlebar width | 580 | 580 | 580 | 580 | |
| Stem length Stem angle | 90 45 | 110 45 | 110 45 | 110 45 | |
| Crank length | 170 | 45 170 | 45 170 | 170 | |
| Seatpost length | 300 | 350 | 350 | 350 | |
| Steerer, mm | 126 | 141 | 141 | 161 | |
| | 1.20 | | | | |
| Fork length | 398 mm | axle-crov | vn race | | |
| Head angle | 70.0 | 70.5 | 70.5 | 71.5 | |
| Seat angle | 74.0 | <u>74.0</u> | 73.0 | 73.0 | |
| MM Standover | 690 | 732 | 774 | 822 | |
| Seat tube | 381 | 445 | 508 | 572 | |
| Head tube | 90 | 105 | 105 | 125 | |
| Eff top tube Reach | 545 | 550 500 | 564 604 | 582 634 | |
| Chainstays | 576 445 | 590 445 | 445 | 624 445 | |
| BB height | 281 | 281 | 281 | 281 | |
| Offset | 50 | 50 | 50 | 50 | |
| Trail | 74 | 70 | 70 | 64 | |
| Wheelbase | 1043 | 1044 | 1049 | 1057 | |
| | | | | | |
| IN Standover | 27.2 | 28.8 | 30.5 | 32.4 | |
| Seat tube | 15,0 | 17.5 | 20.0 | 22.5 | |
| Head tube | 3.5 | 4.1 | 4.1 | 4.9 | |
| Eff top tube | 21.5 | 21.7 | 22.2 | 22.9 | |
| Reach | 22.7 | 23.2 | 23.8 | 24.6 | |
| Chainstays BB height | 17.5 | 17.5 11.1 | 17.5 11.1 | 17.5 11.1 | |
| Offset | 11.1 2.0 | 2.0 | 2.0 | 11.1 2.0 | |
| Trail | 2.0 2.9 | 2.8 | 2.8 | 2.5 | |
| Wheelbase | 41.1 | 41.1 | 41.3 | 41.6 | |
| | 1 | | - | - | |

| | <u> </u> | ······································ | | | | | | |
|--------------------------------|-------------------|--|-------------|-------------|----------------|----------------|-------------|---------------------|
| Main tubes | Cro-Moly steel | | | | | | | 28 38 48 |
| Stays | High tensile stee | d | | | | | | 11 69 94 119 |
| Fork | Cro-Moly steel | | | | | | | |
| Headset | VP H693W | | | 22.2/30 | 0.0/27.0, 3 | 3.5mm sta | ck | 13 59 80 101 |
| Handlebars | Steel, 50mm rise | ? | | | n clamp dia | | | 16 48 65 82 |
| Stem | Alloy adjustable | rise | | 22.2mn | n insertion | | | 19 40 54 69 |
| Griff | Trek Oasis, dual | density | | | | | | 22 35 47 59 |
| Front derailleur | Shimano RS40 t | wisters | | Down n | ull, 31.8 mi | m / 1 1 / / II | | |
| Rear derailleur | Shimano C102 | | | ромпр | uii, 31.6 iiii | 111/ 1 1/4 | | 26 29 40 50 |
| | Alloy TX102L dir | ect pull (T | X96L rear | women's) | | | | 34 22 30 38 |
| Brake levers | Allov | cci pan (1 | X702 .cu. | | | | | |
| Crankset | Shimano C102 4 | 8/38/28, v | w/chaingua | rd Riveted | | | | |
| Bottom bracket | VP-BC55P semi- | cartridge | | 68 x 12 | 4.5 | | | |
| Pedals | Platform | | | 9/16" a: | xle | | | 28.8 lb. |
| | HG74 11-34 | | | 7spd | 2/22# | | | 13.08 kg. |
| Front hub | KMC Z-51 | | | 114 leng | jth, 3/32" | | | 15.00 119. |
| Front rim | Aluminum alloy | | | Dubber | rimstrip | | | |
| Front tire | Trek Invert II | | | 700 x 3 | | | | |
| Rear hub | Alloy | | | | | R ft/rr, 135 | 5mm O.L.[|). I |
| Rear rim | Aluminum alloy | | | | rimstrip | - • | | |
| Rear tire | Trek Invert II | | | 700 x 3 | 8c | | | |
| | Schraeder valve | | | 26 | | _ | 26 | (- 2. D |
| Spokes | 14G stainless | | | | ce 3x Front | | | ke 3x Rear |
| Saddle | Oasis Webspring | | | 294 | | | 292/2 | 93 rear (D/ND) |
| Seatnost | Shock absorber | | | 27.2mm | n diameter | | | |
| Seat binder | Quick release, 47 | 7mm | | | diameter | | | |
| Additionals | Shimano Dashbo | ard, 2 wat | er bottle m | ounts, rac | k mounts | (1 bottle o | n 15, 17W, | 20W) |
| Colors | Pearl Navy • Silv | er decal | | | | | | |
| | Pearl White • Go | ld decal | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| Frame sizes | 15 | 17 | 19 | 21 | 23 | 15W | 17 W | 20W |
| Handlebar width | 580 | 580 | 580 | 580 | 580 | 580 | 600 | 600 |
| Stem length | 90 | 90 | 110 | 110 | 110 | 90 | 110 | 110 |
| Stem angle | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 |
| Crank length | 170 | 170 | 170 | 170 | 170 | 170 | 170 | 170 |
| Seatpost length Steerer, mm | 300 123 | 350 123 | 350 123 | 350 133 | 350 173 | 300 123 | 300 153 | 350 198 |
| Steerer, min | 123 | 123 | 123 | 133 | 173 | 143 | 153 | 190 |
| Fork length | 385 mi | n axle-cro | wn race | | | | | |
| Head angle | 70.0 | 70.5 | 70.5 | 71.5 | 71.5 | 70.0 | 70.5 | 70.5 |
| Seat angle | 74.0_ | 74.0 | 73.0 | 73.0 | 73.0 | 74.0 | 74.0 | 73.0 |
| MM Standover | 672 | 706 | 738 | 776 | 821 | 582 | 590 | 599 |
| Seat tube | 381 | 432 | 483 | 533 | 584 140 | 381 | 432 | 508 165 |
| Head tube Eff top tube | 90 545 | 90 550 | 90 560 | 100 570 | 140 580 | 90 545 | 120 548 | 165 556 |
| Reach | 545 576 | 582 | 600 | 612 | 622 | 576 | 588 | 596 |
| Chainstays | 445 | 445 | 445 | 445 | 445 | 445 | 445 | 445 |
| BB height | 281 | 281 | 281 | 281 | 281 | 281 | 281 | 281 |
| Offset | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Trail | 74 | 70 | 70 | 64 | 64 | 74 | 70 | 70 |
| Wheelbase | 1053 | 1054 | 1054 | 1056 | 1067 | 1053 | 1054 | 1054 |
| IN Standover | 26.5 | 27.8 | 29.1 | 30.6 | 32.3 | 22.9 | 23.2 | 23.6 |
| Seat tube | 15.0 | 17.0 | 19.0 | 21.0 | 23.0 | 15.0 | 17.0 | 20.0 |
| Head tube | 3.5 | 3.5 | 3.5 | 3.9 | 5.5 | 3.5 | 4.7 | 6.5 |
| Eff top tube | 21.5 | 21.7 | 22.0 | 22.4 | 22.8 | 21.5 | 21.6 | 21.9 |
| Reach | 22.7 | 22.9 | 23.6 | 24.1 | 24.5 | 22.7 | 23,2 | 23.5 |
| Chainstays | 17.5 | 17.5 | 17.5 | 17.5 | 17.5 | 17.5 | 17.5 | 17.5 |
| BB height | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 |
| Offset Trail | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 2.5 | 2.0 | 2.0 | 2.0 2.8 |
| Wheelbase | 2.9 41.5 | 2.8 41.5 | 2.8 41.5 | 2.5 41.6 | 2.5 42.0 | 2.9 41.5 | 2.8 41.5 | 41.5 |
| MIGGINASE | 41.5 | 41,5 | 41.5 | 41.0 | 42.0 | 41.3 | 41.5 | -I.J |

| Main tubes | Hi Tensile steel v | v/Cro-Mol | y seat tube | ; | | | | 28 38 48 | |
|---------------------------------|---|-----------------------|-------------|----------------|-------------------------|----------------|--------------|---------------------|--|
| Stays | High tensile stee | 1 | | | | | | 13 59 80 101 | |
| Fork | High tensile stee | ıl . | | | | | | | |
| Headset | VP H693W | | | | | 3.5mm sta | ck | | |
| Handlebars | Steel, 50mm rise | <u> </u> | | | n clamp di | | | 17 45 61 77 | |
| | Alloy adjustable | | | 22.2mr | n insertior | 1 | | 19 40 54 69 | |
| | | density | | | | | | | |
| Shifters | | | | _ | | | | 22 35 47 59 | |
| Front derailleur | | | | Down p | ull, 31.8 m | m/ 1 1/4" | | 25 31 41 52 | |
| Rear derailleur | Shimano C101 | | | | | | | 34 22 30 38 | |
| Brakes Brake levers | Alloy TX102L dir | | | | | | | | |
| Crankset | Shimano C102 4 | | | | | | | | |
| | VP-BC55P semi- | o/30/20, cartridae | w/chamyua | | d Riveted 68 x 124.5 | | | | |
| Pedals | Platform | cartriage | | 9/16" a | | | | | |
| | HG74 13-34 | | | 7spd | AIC | | | 29.8 lb. | |
| | KMC Z-51 | | | | gth, 3/32" | | | 13.53 kg. | |
| Front hub | | | | | ,, -, | | | | |
| | Aluminum alloy | | | Rubber | rimstrip | | | | |
| Front tire | Trek Invert II | | | 700 x 3 | • | | | | |
| Rear hub | KT E12 | | | Thread | ed, 7spd, 0 | R ft/rr, 135 | 5mm 0.L. | D. | |
| Rear rim | Aluminum alloy | | | | rimstrip | | | | |
| | Trek Invert II | | | 700 x 3 | 38c | | | | |
| | Schraeder valve | | | | | | | · | |
| Spokes | 14G stainless | | | 36 spol 294 | ke 3x Fron | t | | oke 3x Rear | |
| Saddle | 0 | | | | 292/2 | 93 rear (D/ND) | | | |
| | Oasis Webspring Shock absorber 27.2mm diameter | | | | | | | | |
| Seat biodor | Snock absorber Quick release, 47 | | | | | | | | |
| Additionals | | n 15 17W | 2010 | | | | | | |
| Colors | Shimano Dashboard, 2 water bottle mounts, rack mounts (1 bottle on 15, 17) Pearl Navy • Silver decal | | | | | | | 20W) | |
| | Pearl White • Go | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| Frame sizes | 15 | 17 | 19 | 21 | 23 | 15W | 17 W | 20W | |
| Handlebar width | 580 | 580 | 580 | 580 | 580 | 580 | 600 | 600 | |
| Stem length | 90 | 90 | 110 | 110 | 110 | 90 | 110 | 110 | |
| Stem angle | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 | |
| Crank length Seatpost length | 170 | 170 | 170 | 170 | 170 | 170 | 170 | 170 | |
| Steerer, mm | 300 123 | 350 123 | 350 | 350 | 350 | 300 | 300 | 350 | |
| Jicelei, IIIII | 123 | 123 | 123 | 133 | 173 | 123 | 153 | 198 | |
| Fork length | 385 mr | n axle-cro | wn race | | | | | | |
| Head angle | 70.0 | 70.5 | 70.5 | 71.5 | 71.5 | 70.0 | 70.5 | 70.5 | |
| Seat angle | 74.0 | 74.0 | 73.0 | 73.0 | 73.0 | 74.0 | 74.0 | 73.0 | |
| MM Standover | 672 | 706 | 738 | 776 | 821 | 582 | 590 | 599 | |
| Seat tube | 381 | 432 | 483 | 533 | 584 | 381 | 432 | 508 | |
| Head tube | 90 | 90 | 90 | 100 | 140 | 90 | 120 | 165 | |
| Eff top tube | 545 | 550 | 560 | 570 | 580 | 545 | 548 | 556 | |
| Reach | 576 | 582 | 600 | 612 | 622 | 576 | 588 | 596 | |
| Chainstays | 445 | 445 | 445 | 445 | 445 | 445 | 445 | 445 | |
| BB height | 281 | 281 | 281 | 281 | 281 | 281 | 281 | 281 | |
| Offset | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | |
| Trail Wheelbase | 74 1053 | 70 1054 | 70 1054 | 64 | 64 | 74 1052 | 70 | 70 | |
| witeemage | 1053 | 1054 | 1054 | 1056 | 1067 | 1053 | 1054 | 1054 | |
| IN Standover | 26.5 | 27.8 | 29.1 | 30.6 | 32.3 | 22.9 | 23.2 | 23.6 | |
| Seat tube | 15.0 | 17.0 | 19.0 | 21.0 | 23.0 | 15.0 | 23.2 17.0 | 20.0 | |
| Head tube | 3.5 | 3.5 | 3,5 | 3.9 | 5.5 | 3.5 | 4.7 | 6.5 | |
| Eff top tube | 21.5 | 21.7 | 22.0 | 22.4 | 22.8 | 21.5 | 21.6 | 21.9 | |
| Reach | 22.7 | 22.9 | 23.6 | 24.1 | 24.5 | 22.7 | 23.2 | 23.5 | |
| Chainstays | 17.5 | 17.5 | 17.5 | 17.5 | 17.5 | 17.5 | 17.5 | 17.5 | |
| BB height | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | |
| Offset | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Trail | 2.9 | 2.8 | 2.8 | 2.5 | 2.5 | 2.9 | 2.8 | 2.8 | |
| Wheelbase | 41.5 | 41.5 | 41.5 | 41.6 | 42.0 | 41.5 | 41.5 | 41.5 | |

Its a beautiful bike that rides extremely well in a wide variety of conditions. In the Tour the riders must conquer incredibly steep, long climbs. They have to ride long miles, day in and day out. And the wild bunch sprints are beyond compare.

In every stage but the time trials where special bikes were used, Trek's OCLV framesets performed flawlessly for the Postal team. On climbs, descents, and even the sprints, Trek bikes were at the front of the peloton.

You can proudly ride the same frame as the Postal team. The only problem with owning one of these beautys is if your buddy nips you in the next county line sprint, you can no longer blame the equipment.

Is Trek's OCLV frame an unfair advantage?

The Trek OCLV frames are quick and agile, making them ideal for riding in the tight professional peloton. While stable enough for long Tour stages, they still respond very quickly to rider input. These frames are sensitive to weight shifts, so a racer can respond intuitively to situations as they happen. This sensitivity also lets the bike work with the rider in hard sprints and climbing efforts, helping the rider develop power as they rock the bike back and forth.

Although the carbon frame damps vibration, there is still excellent road feel. Knowing what your wheels are doing is really important to the pros. When they've got a knee out, leaning into the apex of a turn in the Alps at 50MPH, they need to feel their tires hooking up.

The comfort offered by an OCLV frame also leaves them less fatigued after a 250km stage. Of course, if they are a bit fresher in the sprint it may be they're working less on the climbs. After all, the Trek OCLV is the lightest frameset in the peloton.

| OCLV Road Parts List | Part # |
|--|---------|
| Chainkeeper | T83663 |
| Chainstay guard | T950130 |
| Front derailleur braze-on plate (OCLV) | T973749 |
| OCLV bottom bracket cable guide | T942820 |
| Brake nut for rear yoke | 950112 |

Mechanic's notes

Trek road bikes are designed to accept 27.2mm seat posts with a tolerance of 27.10 to 27.20mm outer diameter. Measure the seatpost for conformity to this tolerance prior to installation.

For seat post binder bolts, tighten to 85-125 lb•in (9.6-14.1 Nm).

With OCLV frames, do not grease the seatpost. OCLV bikes have a fiberglass sleeve bonded into their carbon seat tube. This sleeve prevents galvanic corrosion of the seatpost and carbon, so no grease is needed, nor recommended. If grease is applied, it may be

very difficult to get adequate clamping force to hold the seatpost. If you have accidentally greased an OCLV frame, use a cloth with some degreaser to remove the grease, using normal caution to protect bearings and paint.

Bottom bracket

Be sure bottom bracket threads are clean and well greased before insertion. Failure to do so may cause galling of the threads

Brake nuts

With OCLV bikes and the Air Rail carbon fork, the large diameter used to add stiffness means a normal brake bolt may not be long enough.

Chainkeepers and Chainstay guards

OCLV road frames (except the Y Foils) must always be fitted with a chainkeeper and chainstay guard to protect against damage in case of chainsuck or overshifting past the inner chainring.

Removing Headset Cups

When removing an headset in an OCLV frame, make sure the headset removal tool is engaging the headset cup. OCLV framesets do not utilize a continuous headtube, but instead use two short inserts to support the headset cups. If the headset tool is outside the insert rather than inside the insert and pressing on the cup, frame damage can result.

Our Price: \$

5500

| Headset Handlebars Stem Grips Shifters Front derailleur Brakes Brake levers Crankset Bottom bracket Pedals Cassette Chain Front wheel Front tire Rear wheel Rear tire Tubes Spokes Saddle Seatpost | OCLV carbon ICON Air Rail Cane Creek Ahea ICON Sterling, er ICON Sterling, di ICON Powercork Shimano Dura-Ac S | adset go bend rect conn ce STI ce ce ce 53/39 ce SPD-R, ce 12-23 ce d Prix 30 d Prix 30 ero, lockir Gel, Ti/lec bolt ounts | clipless 000, folding 000, folding ng alloy nips ather | 26.0mm 39.5mm Down p Integrat 130 mm 68 x 10 9/16" at 9spd 108 ien Velox 16 700 x 2 48mm 14 spok 280 | n clamp dia n steerer c ull, Braze-o ted brake/s n bolt hole 9.5 xle gth, 9 spee 5mm rimst 23c lide casset 5mm rimst 23c | lamp heigh shift circle ed rip te, 8/9spd rip | , 130mm O.L 16 spoke | 79 108 1 74 100 5 69 93 6 64 88 7 61 82 9 54 74 1 49 67 3 45 61 17.9 lb. 8.13 kg. |
|---|--|---|---|---|--|---|---|--|
| Frame sizes Handlebar width Stem length Stem angle Crank length Seatpost length Steerer, mm Fork length Head angle Seat angle MM Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff ton tube | 72.0 75.0 749 500 101 518 567 408 266 47 61 979 29.5 19.7 4.0 | 52 400 80 0 170 250 188 n axle-croo 72.5 75.0 759 520 101 528 593 408 266 47 58 982 29.9 20.5 4.0 | 73.0 74.0 773 540 104 545 610 410 266 47 55 987 30.4 21.3 4.1 | 56 420 100 0 172.5 250 208 73.8 73.5 793 560 121 560 645 410 268 43 54 986 31.2 22.0 4.8 | 58 440 100 0 175 250 227 73.8 73.0 811 580 140 570 655 412 268 43 54 994 31.9 22.8 5.5 | 60 440 120 0 175 250 246 74.0 73.0 830 600 159 580 685 412 268 43 53 1001 | 62 460 120 0 175 250 264 74.0 72.5 848 620 177 590 695 412 268 43 53 1006 | |
| Eff top tube Reach Chainstays BB height Offset Trail Wheelbase | 20.4 22.3 16.1 10.5 1.9 2.4 38.5 | 20.8 23.3 16.1 10.5 1.9 2.3 38.7 | 21.5 24.0 16.1 10.5 1.9 2.1 38.9 | 22.0 25.4 16.1 10.6 1.7 2.1 38.8 | 22.4 25.8 16.2 10.6 1.7 2.1 39.1 | 22.8 27.0 16.2 10.6 1.7 2.1 39.4 | 23.2 27.4 16.2 10.6 1.7 2.1 39.6 | |

| Main tubes | OCLV carbon fib | er compo | site | | | | | 39 53 |
|-------------------------------------|---|----------------------------|--------------|-----------------|---------------------------|-------------------------|--------------|------------------|
| Stays | OCLV carbon | | | | | | | 12 86 117 |
| | ICON Air Rail | | | | | | | 13 79 108 |
| Handlehars | Cane Creek Ahe ICON Graphite | adset, allo | ру | | 0.2/26.4, 7 n clamp di | 26.5mm sta | ick | |
| | ICON Graphite, o | direct con | nect | | | iainetei Clamp heigh | ıt | |
| Grips | ICON Powercork | | | | 0100.01 | oranip nergi | | 15 69 93 |
| Shifters | Shimano Ultegra | | Deck com | | | | | 17 61 82 |
| Front derailleur Rear derailleur | | | | Down p | ull, Braze | ·on | | 19 54 74 |
| Rear derameur Brakes | | | | | | | | 21 49 67 |
| Brake levers | Similario Ortegia | 4 | | Integra | ted brake/ | shift | | 23 45 61 |
| Crankset | Shimano Ultegra | a 53/39 | | 130 mm | 25 41 56 | | | |
| Bottom bracket | Shimano Ultegra | a | | 68 x 10 | | | | — |
| Pedais Cassette | ICON De La Sole | | | 9/16" a | xle | | | 19.6 lb. |
| Chain | 011111111111111111111111111111111111111 | 1 12-23 | | 9spd 108 len | gth, 9 spe | ьd | | 8.90 kg. |
| | Rolf Vector Com | 1D | | | 5mm rims | | | |
| Front tire | Continental Ultr | á 3000, fo | olding | 700 x 2 | | | | |
| Rear wheel | Rolf Vector Com | ıp | | | | tte, 8/9spd | , 130mm | 0.L.D. |
| Rear tire | Cantinantal IIIta | - 2000 f | aldin a | | 5mm rims | trip | | ì |
| | Continental Ultr Presta valve | a 3000, it | oluing | 700 x 2 48mm | | | | |
| | DT Aero 2.0/1.3 | Aero 2.0/1.3 18 spoke Radi | | | | | 20 sp | oke 2x Rear |
| | - | 270 | | | | 288 rear (D/ND) | | |
| Saddle | | Gel, Ti/le | ather | | | | | |
| Seatpost Seat binder | ICON Graphite, 2 | | | 27.2mm | | | | |
| Additionals | Alloy w/integral 2 water bottle m | | | 35.0 CR | amp diame | eter | | |
| Colors | | | e decal | | | | | |
| | USPS / White/re | | | | | | | |
| | | | | | | | | , |
| 455446464 | | | | | | | | |
| | | | | | | | | |
| Frame sizes | 50 | 52 | 54 | 56 | 58 | 60 | 62 | |
| Handlebar width | 400 | 400 | 420 | 420 | 440 | 440 | 460 | |
| Stem length | 60 | 80 | 80 | 100 | 100 | 120 | 120 | |
| Stem angle Crank length | 0 170 | 0 170 | 0 172.5 | 0 172,5 | 0 175 | 0 175 | 0 175 | |
| Seatpost length | 250 | 250 | 250 | 250 | 250 | 250 | 250 | |
| Steerer, mm | 177 | 179 | 186 | 203 | 22 2 | 241 | 259 | |
| | | | | | | | | |
| Fork length Head angle | | m axle-cro | | 73.0 | 72.0 | 74.0 | 740 | |
| Seat angle | 72.0 75.0 | 72.5 75.0 | 73.0 74.0 | 73.8 73.5 | 73.8 73.0 | 74.0 73.0 | 74.0 72.5 | |
| MM Standover | 749 | 759 | 773 | 793 | 811 | 830 | 848 | |
| Seat tube | 500 | 520 | 540 | 560 | 580 | 600 | 620 | |
| Head tube | 95 | 97 | 104 | 121 | 140 | 159 | 177 | |
| Eff top tube | 518 | 528 | 545 | 560 | 570 | 580 | 590 | |
| Reach Chainstays | 559 408 | 594 408 | 612 410 | 647 410 | 657 412 | 686 412 | 696 412 | |
| BB height | 266 | 266 | 266 | 268 | 268 | 268 | 268 | |
| Offset | 47 | 47 | 47 | 43 | 43 | 43 | 43 | |
| Trail | 61 | 58 | 55 | 54 | 54 | 53 | 53 | |
| Wheelbase | 977 | 980 | 985 | 988 | 996 | 1003 | 1008 | |
| IN Standover | 29.5 | 29.9 | 30.4 | 31.2 | 31.9 | 32.7 | 33.4 | |
| Seat tube | 19.7 | 20.5 | 21.3 | 22.0 | 22.8 | 23.6 | 24.4 | |
| Head tube | 3.7 | 3.8 | 4.1 | 4.8 | 5.5 | 6.3 | 7.0 | |
| Eff top tube | 20.4 | 20.8 | 21.5 | 22.0 | 22.4 | 22.8 | 23.2 | |
| Reach Chainstays | 22.0 16.1 | 23.4 16.1 | 24.1 16.1 | 25.5 16.1 | 25.9 16.2 | 27.0 16.2 | 27.4 | |
| BB height | 16.1 10.5 | 16.1 10.5 | 16.1 10.5 | 16.1 10.6 | 16.2 10.6 | 16.2 10.6 | 16.2 10.6 | |
| Offset | 1.9 | 1.9 | 1.9 | 1.7 | 1.7 | 1.7 | 1.7 | |
| Trail | 2.4 | 2.3 | 2.1 | 2.1 | 2.1 | 2.1 | 2.1 | |
| Wheelbase | 38.5 | 38.6 | 38.8 | 38.9 | 39.2 | 39.5 | 39.7 | |

| | | | | | | • | | |
|-------------------------------------|-------------------------------------|--------------|------------------------|-----------------------|-------------|---|--------------------|--------------------------------|
| Main tubes | OCLV carbon fil | per compo | site | | | • | - | 30 42 52 |
| Stays | OCLV carbon | oci compe | ,5,100 | | | | | 12 66 93 115 |
| Fork | ICON Air Rail | | | | | | | 13 61 85 106 |
| Teadset Handlehars | Cane Creek Ahe ICON Graphite | | | 26.5mm st | ack | | | |
| Stem | | | n clamp d n steerer | iameter clamp heig | ht | 14 57 79 98 | | |
| Grips | ICON Powercorl | < | | | 5100101 | | 15 53 74 92 | |
| Shifters | oa oeg. | | e Deck com | | | | 17 47 65 81 | |
| Front derailleur Rear derailleur | | | | Down p | ull, Braze | -on | | 19 42 58 72 |
| Brakes | | | | | | | | 21 38 53 65 |
| Brake levers | | | | | ted brake, | | | 23 35 48 60 |
| Crankset Bottom bracket | a | | 80 | | | nole circle | | 25 32 44 55 |
| Pedals | | | | 68 x 118 9/16" a | | | | |
| Cassette | Shimano Ultegr | | | 9spd | VIC. | | | 19.8 lb. |
| Chain | Shimano HG92 | | | 108 len | gth, 9 spe | | | 8.99 kg. |
| Front wheel Front tire | | | -1-11 | | 5mm rims | trip | | |
| Rear wheel | | | olaing | 700 x 2 | | ette, 8/9spc | 1 130mm | 010 |
| | 11011 166101 6611 | ۱۳ | | | omm rims | | ı, 130111111 | U.L.D. |
| Rear tire | | a 3000, f | olding | 700 x 2 | | , | | |
| rubes Spokes | Presta valve DT Aero 2.0/1.3 | | | 48mm | | • | 20 | -l 2 B |
| Sportes | DI AEIU 2.0/1.3 | | | 18 Spok 270 | e Radial F | ront | | oke 2x Rear 188 rear (D/ND) |
| Saddle | q | | ather | _, _ | | | LJOIL | .00 rear (D/ND) |
| Seatpost Seat binder | _ · · · · · · · · · · · · · · · · · | | | | ı diametei | | | |
| Additionals | | | | 35.0 Cla | amp diame | eter | | |
| Colors | | | e decal | | | | | |
| | USPS / White/re | ed decal | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | ł |
| Frame sizes Handlebar width | 50 | 52 | 54 | 56 | 58 | 60 | 62 | |
| Stem length | 400 60 | 400 80 | 420 80 | 420 100 | 440 100 | 440 120 | 460 120 | |
| Stem angle | 0 | 0 | 0 | 0 | 0 | 0 | Ö | |
| Crank length | 170 | 170 | 172.5 | 172.5 | 175 | 175 | 175 | |
| Seatpost length Steerer, mm | 250 177 | 250 179 | 250 186 | 250 203 | 250 222 | 250 | 250 | |
| orces en min | 177 | 17.5 | 100 | 203 | 222 | 241 | 259 | |
| Fork length | | m axle-cro | | | | | | |
| Head angle Seat angle | 72.0 75.0 | 72.5 75.0 | 73.0 | 73.8 | 73.8 | 74.0 | 74.0 | |
| MM Standover | 749 | 75.0 759 | 74.0 773 | 73.5 793 | 73.0 811 | 73.0 830 | 72.5 848 | |
| Seat tube | 500 | 520 | 540 | 560 | 580 | 600 | 620 | |
| Head tube | 95 | 97 | 104 | 121 | 140 | 159 | 177 | |
| Eff top tube Reach | 518 5 5 9 | 528 594 | 545 612 | 560 647 | 570 657 | 580 686 | 590 696 | |
| Chainstays | 408 | 408 | 410 | 410 | 412 | 412 | 412 | |
| BB height | 266 | 266 | 266 | 268 | 268 | 268 | 268 | |
| Offset Trail | 47 | 47 50 | 47 | 43 | 43 | 43 | 43 | |
| Wheelbase | 61 977 | 58 980 | 55 985 | 54 988 | 54 996 | 53 1003 | 53 1008 | |
| | | | | | ··· | | 1000 | |
| IN Standover | 29.5 | 29.9 | 30.4 | 31.2 | 31.9 | 32.7 | 33.4 | |
| Seat tube Head tube | 19.7 3.7 | 20.5 3.8 | 21.3 4.1 | 22.0 4.8 | 22.8 5.5 | 23.6 6.3 | 24.4 7.0 | |
| Eff top tube | 20.4 | 20.8 | 21.5 | 22.0 | 22.4 | 22.8 | 23.2 | |
| Reach | 22.0 | 23.4 | 24.1 | 25.5 | 25.9 | 27.0 | 27.4 | |
| Chainstays BB height | 16.1 10.5 | 16.1 | 16.1 | 16.1 | 16.2 | 16.2 | 16.2 | |
| Offset | 1.9 | 10.5 1.9 | 10.5 1.9 | 10.6 1.7 | 10.6 1.7 | 10.6 1.7 | 10.6 1.7 | |
| Trail | 2.4 | 2.3 | 2.1 | 2.1 | 2.1 | 2.1 | 2.1 | |
| Wheelbase | 38.5 | 38.6 | 38.8 | 38.9 | 39.2 | 39.5 | 39.7 | |
| | | | | | | | | |

Alpha Road

Racing heritage

The overall design of the Trek Alpha series road bikes is racing. The geometry is almost identical to the OCLV bike ridden by Lance Armstrong in the '99 Tonr de France. The biggest difference between Trek OCLV and Trek Alpha geometry is that the chainstays are about 2mm longer.

Through careful design, we have blended the best characteristics of the OCLV bikes and aluminum construction. These bikes are extremely light (2.9 pounds for Alpha SL). They ride very well. And unlike some of the monster-tube aluminum road bikes on the market, Trek Alpha road bikes are also comfortable for longer rides.

The Alpha SL frame uses butted 6061 T6 aluminum with a radical, deeply aero down tube. This beefy tube is very aero, also eye-catching, but there's some serious engineering at work here. By using a larger diameter down tube, we have vastly increased pedaling efficiency through increased bottom bracket stiffness. This beefy tube is joined to an outer butted head tube. This reinforcement at the headset cups prevents distortion that could prematurely wear the headset bearings.

The top tube is smaller diameter than some of our competitors designs. This reduces weight, but more importantly, its specially selected to add some comfort that those huge-tubed bikes are seriously lacking. A super stiff bike may feel great in a test ride around the block, but unless your roads are better than those near our factory in Wiscousin, that stiffness is not very welcome at mile 98 of the local century.

The stays are tapered and shaped 6061. Then they're welded to a hollow 3-D forged monostay that mimics our OCLV road bikes in styling. This compliments the aerodynamics of the down tube, but our goal was to stiffen braking response, and it works. The other end of the stays are joined to forged dropouts with a replaceable derailleur hanger.

There are many other frame details. Increased tire clearance has a host of benefits including fitting bigger tires, but also can help you get home with a wheel that's out of true. Incredibly smooth welds, with no griuding or putty, highlights the skill of Trek welders.

| Alpha SL special parts | Part # |
|------------------------|---------|
| Front derailleur clamp | T973749 |
| Rear derailleur hanger | 990116 |
| Attachment bolt | 990129 |
| Seat clamp | 981631 |
| | |

Our Price: \$

2300D

| | Secretary and Co. | 01 may 200 mm 1 mm 2 2 1 2 mm m 2 2 2 2 2 2 2 2 2 | | | | • | | | | | |
|----------------------------|---|---|----------------|---------------------|---|------------------|-----------|------------------|--|--|--|
| Main tubes | Aero 6061 T6 alu | ıminum | | | | | | 39 53 | | | |
| Stays | | | | | | | | 12 86 117 | | | |
| Fork | ICON Air Rail | | | | | | | | | | |
| Headset | | 22.2/30 | 0.2/26.4, 3 | 35.3mm sta | ack | 13 79 108 | | | | | |
| Handlebars | | | | | n clamp di | | | 14 74 100 | | | |
| Stem | | uill | | 22.2mr | n insertion | 1 | | 15 69 93 | | | |
| Grips | ICON Powercork | | | | | | | | | | |
| Shifters | Shimano Ultegra | STI, Flite | Deck comp | atible | | | | 17 61 82 | | | |
| Front derailleur | Shimano Ultegra | | | Down p | ull, Braze- | on w/34.9r | nm clamp | 19 54 74 | | | |
| Rear derailleur | Shimano Ultegra | | | | | | | 21 49 67 | | | |
| Brakes | Shimano Ultegra | | | | | | | | | | |
| Brake levers | Ct: 1//4. | E2/20 | | | ted brake/ | | | 23 45 61 | | | |
| Crankset Bottom bracket | | 53/39 | | | bolt hole | circie | | 25 41 56 | | | |
| Pedals | | cliplace | | 68 x 10 9/16" a: | | | | | | | |
| Cassette | Shimano Ultegra | 12-25 | | 9spd | XIE | | | 21.1 lb. | | | |
| Chain | Shimano HG92 | 12 23 | | • | gth, 9 spe | eď | | 9.58 kg. | | | |
| Front wheel | | 1 | | | 5mm rimst | | | | | | |
| Front tire | | | oldina | 700 x 2 | | .i ip | | 1 | | | |
| Rear wheel | Rolf Vector Comp | | y | | HyperGlide cassette, 8/9spd, 130mm O.L.D. | | | | | | |
| | | _ | | | 6mm rimst | | | | | | |
| Rear tire | Continental Ultra | 3000, fo | olding | 700 x 2 | | ' | | | | | |
| Tubes | Presta valve | -, -, | 3 | 48mm | | | | | | | |
| Spokes | DT Aero 2.0/1.3 | | | | e Radial Fr | ront | 20 spc | ke 2x Rear | | | |
| | | | | 270 | | | | B8 rear (D/ND) | | | |
| Saddle | Selle Italia XO, va | anadium | | | | | | | | | |
| Seatpost | ICON Graphite, 2 | | | 27.2mm | n diameter | | | | | | |
| Seat binder | Alloy w/integral t | | | 35.0 cla | amp diame | ter | | | | | |
| Additionals | 2 water bottle m | | ck mounts | | | | | | | | |
| Colors | Gloss Black • Silv | | | | | | | | | | |
| | Metal Flake Yello | w • White | e decal | | | | | | | | |
| | | | | | | | | | | | |
| Frame sizes | 50 | 52 | 54 | 56 | 58 | 60 | 63 | | | | |
| Handlebar width | 400 | 400 | 420 | 420 | 440 | 440 | 460 | | | | |
| Stem length | 60 | 80 | 80 | 110 | 110 | 120 | 120 | | | | |
| Stem angle | -17 | -17 | -17 | -17 | -17 | -17 | -17 | | | | |
| Crank length | 170 | 170 | 172.5 | 172.5 | 175 | 175 | 175 | | | | |
| Seatpost length | 250 | 250 | 250 | 250 | 250 | 250 | 250 | | | | |
| Steerer, mm | 144 | 144 | 151 | 168 | 187 | 206 | 234 | | | | |
| Rear shock # | | | | | - | | | | | | |
| Fork length | 370 mn | n axle-cro | wn race | | | | | | | | |
| Head angle | 72.0 | 72.5 | 73 <i>.</i> 0 | 73.8 | 73.8 | 74.0 | 74.0 | _ | | | |
| Seat angle | 75.0 | 75.0 | 74.0 | 73.5 | 73.0 | 73.0 | 72.5 | · | | | |
| Standover | 740 | 754 | 768 | 788 | 806 | 825 | 854 | | | | |
| Seat tube | 500 | 520 | 540 | 560 | 580 | 600 | 630 | | | | |
| MM Head tube | 97 | 97 | 104 | 121 | 140 | 159 | 186 | | | | |
| Efftee | 523 573 | 528 | 545 | 560 | 570 | 580 | 600 | | | | |
| Reach | 573 | 598 | 616 | 661 | 671 | 691 | 711 | | | | |
| Chainstays | 417 | 417 266 | 417 266 | 417 | 417 | 417 | 417 | | | | |
| BB height | 266 47 | 266 47 | 266 47 | 268 43 | 268 | 268 43 | 270 43 | | | | |
| Offset | 47 61 | 47 58 | 47 55 | 43 54 | 43 54 | 43 53 | 43 53 | | | | |
| Trail | 988 | 989 | 993 | 994 | 999 | 1006 | 1021 | | | | |
| Wheelbase | | ,0, | <i>,</i> , , , | J J- | 223 | 1000 | 1021 | | | | |
| | 29.1 | 29.7 | 30.2 | 31.0 | 31.7 | 32.5 | 33.6 | | | | |
| Standover | 19.7 | 20.5 | 21.3 | 22.0 | 22.8 | 23.6 | 24.8 | | | | |
| IN Seat tube | 3,8 | 3,8 | 4.1 | 4.8 | 5.5 | 6.3 | 7.3 | | | | |
| Head tube Eff top tube | 20.6 | 20.8 | 21.5 | 22.0 | 22.4 | 22.8 | 23.6 | | | | |
| Reach | 22.6 | 23,6 | 24.2 | 26.0 | 26.4 | 27.2 | 28.0 | | | | |
| Chainstays | 16,4 | 16.4 | 16.4 | 16.4 | 16.4 | 16.4 | 16.4 | | | | |
| BB height | 10.5 | 10.5 | 10.5 | 10.6 | 10.6 | 10.6 | 10.6 | | | | |
| Offset | 1.9 | 1.9 | 1.9 | 1.7 | 1.7 | 1.7 | 1.7 | | | | |
| Trail | 2.4 | 2.3 | 2.1 | 2.1 | 2.1 | 2.1 | 2.1 | | | | |
| Wheelbase | 38.9 | 38.9 | 39.1 | 39.1 | 39.3 | 39.6 | 40.2 | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |

| Stays Fork Headset Handlebars CON Air Rail Tange Selki Passage DX, alloy 22.2/30.2/26.4, 35.3mm stack 13 61 85 100 13 13 61 85 100 13 61 85 100 13 61 85 100 13 61 85 100 13 61 85 100 13 61 85 100 13 61 85 100 13 61 85 100 13 13 61 85 100 13 13 61 85 100 13 13 61 85 100 13 13 61 85 100 13 13 61 85 100 13 13 61 85 100 13 13 13 13 13 13 1 | Stays Fork Headset Handlebars Stem Grips Shifters Front derailleur | 6061 T6 aluminu | | | | | | | | |
|--|---|--|--|--|--|--|--|--|--------------------|------|
| Fork Headset Tange Seiki Passage DX, alloy 22.2/30.2/26.4, 35.3mm stack Tange Seiki Passage DX, alloy 22.2/2mm insertion Tange Seiki Passage DX, alloy 22.2/2mm insertion Tange Seiki Passage DX, alloy 24.5 8.7 9.98 | Fork Headset Handlebars Stem Grips Shifters Front derailleur | | | | | | 187 | | 30 42 52 | |
| Handlebars Stem ICON Graphite 22.2mm insertion 22.2mm insertion 15 53 74 92 17 47 65 81 17 47 | Handlebars Stem Grips Shifters Front derailleur | I ICON All Kall | | | | | | | | |
| Stem Grips CON Graphite, quill 22.2mm insertion 15 53 74 92 17 47 65 81 17 47 65 81 17 47 65 81 17 47 65 81 18 18 18 18 18 18 1 | Stem Grips Shifters Front derailleur | Tange Seiki Pass | age DX, a | lloy | | | | ick | | |
| CON Powercork Shimano Ultegra STI, Filte Deck compatible Shimano Ultegra GS Shimano Ultegra Male GON OX 230 Shimano Ultegra GS Shimano Ultegra Male GN | Grips Shifters Front derailleur | ICON Graphite | | | | | 14 57 79 98 | | | |
| Shiffers Front derailleur Rear derailleur Brakes Brake levers Crankset Bottom bracket Pedals Cassette Chain Front wheel Front tire Rear wheel Front tire Rear wheel Spicks Spick | Shifters Front derailleur | ICON Graphite, o | juill | | 22.2mn | n insertior | 1 | | 15 53 74 92 | |
| Shimano Ultegra T | Front derailleur | ICON Powercork | CTI FILE | Dark same | -126.1 | | | | | |
| Shimano Ultegra GS Shimano Ultegra GS Shimano Ultegra Shim | | Shimano Ultegra | 1511, Filte | реск сотр | atible | ull Denen | /240 | | | |
| Brake Brak | | | | | Down p | uii, braze- | On W/34.91 | nın cıamp | 19 42 58 72 | |
| Shimano Ultegra 52/42/30 | | | | | | | | | 21 38 53 65 | |
| Shimano Ultegra 52/42/30 | | | | | Integrat | ted brake/ | shift | | 23 35 48 60 | |
| Pedals CON De La Sole, clipless 9/16" axle 21.3 lb. 9.67 kg. | Crankset | Shimano Ultegra | 52/42/30 | ס | | | | | | |
| Cassette Chain Front wheel Front tire Rear wheel Shimano H692 Rolf Vector Comp Velox I6mm rimstrip Front tire Rear wheel Rolf Vector Comp Continental Ultra 3000, folding Front tire Rear wheel Rolf Vector Comp Rolf Vector Comp Continental Ultra 3000, folding Front tire Rear tire Tubes Spokes Spokes Tubes Spokes Spokes Tubes Spokes Spokes Spokes Spokes Spokes Stelle Italia XO Gel, vanadium/leather ICON Graphite, 2014 Alloy w/integral bolt 2 water bottle mounts, rack mounts Gloss Black • Silver decal Metal Flake Yellow • White decal Stem length Frame sizes Spokes Spok | Bottom bracket | Shimano Ultegra | 1 | | | | | | 44 02 77 00 | 5000 |
| Shimano Ultegra 12-25, Shimano HG92 Rolf Vector Comp Rear wheel Front tire Rear wheel Tubes Spokes S | | | | | - | xle | | | 21.3 lb. | |
| Front wheel Front tire Rear wheel Front tire Rear wheel Front tire Rear wheel Rolf Vector Comp Continental Ultra 3000, folding Rear wheel Rolf Vector Comp Continental Ultra 3000, folding Rear tire Tubes Spokes Sp | 12-13-12-12-12-12-12-12-12-12-12-12-12-12-12- | | 12-25, | | | | | | | |
| Front tire Rear wheel Rear wheel Rear tire Tubes Spokes Spokes Spokes Spokes Spokes Spokes Spokes Spokes Rear tire Tubes Spokes Spoke Radial Front Spoke Radial F | | | _ | | | | | | | |
| Rear tire Tubes Spokes Spokes Spokes Spoke Radial Front Spoke Radial Fro | | | | lding | | | гір | | | |
| Rear tire Tubes Spokes DT Aero 2.0/1.3 18 spoke Radial Front 20 spoke 2x Rear 270 290/288 rear (D/ND) | | | | numg | | | tte 8/9snd | 130mm | 010 | |
| Continental Ultra 3000, folding T00 x 23c 48mm stem Tubes Spokes Tubes Spokes DT Aero 2.0/1.3 18 spoke Radial Front 20 spoke 2x Rear 270 290/288 rear (D/ND) Saddle Seatpost Seat binder Additionals Cofors Gloss Black • Silver decal Metal Flake Yellow • White decal Frame sizes Handlebar width Stem length Stem length Gloss Black • Silver decal Handlebar width Gloss Black • Silver decal Gloss Black • Silver decal Handlebar width Gloss Black • Silver decal Gloss Black • Silver d | | 1.511 122201 30111 | Г | | | | | , ,0011111 | | |
| Tubes Presta valve DT Aero 2.0/1.3 18 spoke Radial Front 20 spoke 2x Rear 270 290/288 rear (D/ND) | | | 3000, fo | lding | | | , | | | |
| Saddle Selle Italia XO Gel, vanadium/leather ICON Graphite, 2014 27.2mm diameter Additionals Colors Gloss Black • Silver decal Metal Flake Yellow • White decal Frame sizes Handlebar width Stem length Sellow • Was and the size of the | Experience of the North Association of the Control | Presta valve | • | - | | | | | | |
| Saddle Selle Italia XO Gel, vanadium/leather ICON Graphite, 2014 27.2mm diameter Alloy w/integral bolt 35.0 clamp diameter 2 water bottle mounts, rack mounts Gloss Black • Silver decal Metal Flake Yellow • White decal Frame sizes 50 52 54 56 58 60 63 Handlebar width Stem length 60 80 80 100 100 120 120 | Spokes | DT Aero 2.0/1.3 | | | | e Radial F | ront | | | |
| Seatpost Seat binder Alloy w/integral bolt 35.0 clamp diameter 35. | ءاليلا_ 6 | C-11- 11-11 YO C | -1 v " | H U | 270 | | | 290/2 | 88 rear (D/ND) | |
| Seat binder Additionals Colors Colors Colors Frame sizes Handlebar width Stem length Alloy w/integral bolt 35.0 clamp diameter 2 water bottle mounts, rack mounts 60 80 80 400 400 400 400 400 400 400 420 440 440 460 510 400 400 420 400 400 420 400 420 420 400 420 420 400 420 | | | el, vanadıı | ım/leather | 27 2 | | | | | |
| Additionals Colors Gloss Black • Silver decal Metal Flake Yellow • White decal Frame sizes 50 52 54 56 58 60 63 Handlebar width 400 400 420 420 440 440 460 Stem length 60 80 80 100 100 120 120 | Seat hinder | Alloy w/integral | holt | | | | | | | |
| Colors Gloss Black • Silver decal Metal Flake Yellow • White decal Frame sizes 50 52 54 56 58 60 63 Handlebar width 400 400 420 420 440 440 460 Stem length 60 80 80 100 100 120 120 | | | | k mounts | 33.0 010 | inip diame | rce i | | | |
| Frame sizes 50 52 54 56 58 60 63 Handlebar width 400 400 420 420 440 440 460 Stem length 60 80 80 100 100 120 120 | | | | mounts | | | | | | |
| Handlebar width 400 400 420 420 440 440 460 Stem length 60 80 80 100 100 120 120 | | | | decal | | | | | | |
| Handlebar width 400 400 420 420 440 440 460 Stem length 60 80 80 100 100 120 120 | | 5 72 70 70 | | | | | | | | |
| Handlebar width 400 400 420 420 440 440 460 Stem length 60 80 80 100 100 120 120 | | | | | | | | | | |
| Handlebar width 400 400 420 420 440 440 460 Stem length 60 80 80 100 100 120 120 | | | | | | | | | | |
| Handlebar width 400 400 420 420 440 440 460 Stem length 60 80 80 100 100 120 120 | Frame sizes | 50 | 52 | 54 | 56 | 58 | 60 | 63 | | |
| Stem length 60 80 80 100 100 120 120 | Handlebar width | | | _ | | | | | | |
| | Stem length | 60 | 80 | 80 | 100 | | 120 | 120 | | |
| | Stem angle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Crank length 170 170 170 172.5 175 175 | | | | | | | | | | |
| Seatpost length 250 250 250 250 250 250 250 | N=000000000000000000000000000000000000 | | | | | | | | | |
| Steerer, mm 144 144 151 168 187 206 234 | Steerer, min | 144 | 144 | 151 | 168 | 187 | 206 | 234 | | |
| Fork length 370 mm axle-crown race | Fork length | 370 mr | n axle-crov | vn race | | | | | | |
| Head angle 72.0 72.5 73.0 73.8 73.8 74.0 74.0 | | | | | 73.8 | 73.8 | 74.0 | 74.0 | | |
| Seat angle 75.0 75.0 74.0 73.5 73.0 73.0 72.5 | Seat angle | | | | | | | | | |
| MM Standover 740 754 768 788 806 825 854 | | | | | | | | | | |
| Seat tube 500 520 540 560 580 600 630 | | | | | | | | | | |
| Head tube 97 97 104 121 140 159 186 Eff top tube 523 528 545 560 570 580 600 | | | | | | | | | | |
| Eff top tube 523 528 545 560 570 580 600 Reach 570 595 612 647 657 687 707 | | | | | | | | | | |
| Chainstays 417 417 417 417 417 417 | | | | | | | | | | |
| BB height 266 266 266 268 268 268 270 | A HOUSE OF A | | | | | | | | | |
| Offset 47 47 43 43 43 43 | | | 47 | | | | | | | |
| Trail 61 58 55 54 54 53 53 | BB height Offset | | 58 | 55 | 54 | 54 | 53 | 53 | | |
| Wheelbase 988 989 993 994 999 1006 1021 | BB height Offset Trail | 988 | 989 | 993 | 994 | 999 | 1006 | 1021 | | |
| IN Standover 29.1 29.7 30.2 31.0 31.7 32.5 33.6 | BB height Offset | | 20.7 | 30.2 | 31.0 | 31.7 | 32.5 | 33.6 | <u> </u> | |
| | BB height Offset Trail Wheelbase | 29.1 | Z7.1 | | | | | | | _ |
| | BB height Offset Trail Wheelbase IN Standover Seat tube | 29.1 19.7 | 20.5 | 21.3 | | | | | | |
| Head tube 3.8 3.8 4.1 4.8 5.5 6.3 7.3 | BB height Offset Trail Wheelbase IN Standover Seat tube Head tube | 19.7 3.8 | 20.5 3.8 | 21.3 4.1 | 22.0 4.8 | 22.8 5.5 | 23.6 6.3 | 24.8 7.3 | | |
| Head tube 3.8 3.8 4.1 4.8 5.5 6.3 7.3 Eff top tube 20.6 20.8 21.5 22.0 22.4 22.8 23.6 | BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube | 19.7 3.8 20.6 | 20.5 3.8 20.8 | 21.3 4.1 21.5 | 22.0 4.8 22.0 | 22.8 5.5 22.4 | 23.6 6.3 22.8 | 24.8 7.3 23.6 | | |
| Head tube 3.8 3.8 4.1 4.8 5.5 6.3 7.3 Eff top tube 20.6 20.8 21.5 22.0 22.4 22.8 23.6 Reach 22.5 23.4 24.1 25.5 25.9 27.0 27.8 | BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube Reach | 19.7 3.8 20.6 22.5 | 20.5 3.8 20.8 23.4 | 21.3 4.1 21.5 24.1 | 22.0 4.8 22.0 25.5 | 22.8 5.5 22.4 25.9 | 23.6 6.3 22.8 27.0 | 24.8 7.3 23.6 27.8 | | |
| Head tube 3.8 3.8 4.1 4.8 5.5 6.3 7.3 Eff top tube 20.6 20.8 21.5 22.0 22.4 22.8 23.6 Reach 22.5 23.4 24.1 25.5 25.9 27.0 27.8 Chainstays 16.4 16.4 16.4 16.4 16.4 16.4 | BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube Reach Chainstays | 19.7 3.8 20.6 22.5 16.4 | 20.5 3.8 20.8 23.4 16.4 | 21.3 4.1 21.5 24.1 16.4 | 22.0 4.8 22.0 25.5 16.4 | 22.8 5.5 22.4 25.9 16.4 | 23.6 6.3 22.8 27.0 16.4 | 24.8 7.3 23.6 27.8 16.4 | | |
| Head tube 3.8 3.8 4.1 4.8 5.5 6.3 7.3 Eff top tube 20.6 20.8 21.5 22.0 22.4 22.8 23.6 Reach 22.5 23.4 24.1 25.5 25.9 27.0 27.8 Chainstays 16.4 16.4 16.4 16.4 16.4 16.4 16.4 16.4 | BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube Reach Chainstays BB height | 19.7 3.8 20.6 22.5 16.4 10.5 | 20.5 3.8 20.8 23.4 16.4 10.5 | 21.3 4.1 21.5 24.1 16.4 10.5 | 22.0 4.8 22.0 25.5 16.4 10.6 | 22.8 5.5 22.4 25.9 16.4 10.6 | 23.6 6.3 22.8 27.0 16.4 10.6 | 24.8 7.3 23.6 27.8 16.4 10.6 | | |
| Head tube 3.8 3.8 4.1 4.8 5.5 6.3 7.3 Eff top tube 20.6 20.8 21.5 22.0 22.4 22.8 23.6 Reach 22.5 23.4 24.1 25.5 25.9 27.0 27.8 Chainstays 16.4 16.4 16.4 16.4 16.4 16.4 | BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset | 19.7 3.8 20.6 22.5 16.4 10.5 1.9 | 20.5 3.8 20.8 23.4 16.4 10.5 1.9 | 21.3 4.1 21.5 24.1 16.4 10.5 1.9 | 22.0 4.8 22.0 25.5 16.4 10.6 1.7 | 22.8 5.5 22.4 25.9 16.4 10.6 1.7 | 23.6 6.3 22.8 27.0 16.4 10.6 1.7 | 24.8 7.3 23.6 27.8 16.4 10.6 1.7 | | |

| Stays | ICON Air Rail Tange Seiki P ICON Graphite ICON Graphite ICON Powerce Shimano 105 Shimano 105 Shimano 105 Shimano 105 Shimano 105 Shimano 105 ICON De La S Shimano HG7 Shimano HG7 Rolf Vector Continental S Rolf Vector Continental S Presta valve DT 14/15G but Selle Italia XC | inum assage DX, ase e, quill ork STI, Flite De front, Shima 53/39 ole, clipless 0 12-25 2 uper Sport uper Sport ated stainles 6 Gel, FeC/lee e, 2014 ral bolt e mounts, ra | ck compatibl no 105 rear s ather | 26.0mr 22,2mr e Down p Integra 130 mm 68 x 10 9/16" a 9spd 108 len Velox 16 700 x 2 HyperG Velox 16 700 x 2 48mm 20 spol 278 | n clamp dia n insertion tull, Braze-o ted brake/s n bolt hole 19.5 xle gth, 9 spec 6mm rimst 25c slide casset 6mm rimst 25c | on w/34.9m shift circle ed rip te, 8/9spd, rip | m clamp 130mm C 24 spol | 21 49 67 23 45 61 25 41 56 21.5 lb. 9.76 kg. |
|---|--|--|---|---|---|---|-------------------------------|--|
| Frame sizes Handlebar width Stem length Stem angle Crank length Seatpost length Steerer, mm | 50 400 60 0 170 250 | 80 0 170 | 54 420 80 0 172.5 250 162 | 56 420 100 0 172.5 250 | 58 440 100 0 175 250 198 | 60 440 120 0 175 250 217 | | |
| Fork length Head angle Seat angle | 370 72.0 75.0 | mm axle-cro 72.5 75.0 | wn race 73.0 74.0 | 73.8 73.5 | 73.8 73.0 | 74.0 73.0 | | |
| MM Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase | 740 500 97 523 567 417 266 47 61 988 | 520 97 528 591 417 266 47 58 | 768 540 104 545 609 417 266 47 55 | 788 560 121 560 644 417 268 43 54 994 | 806 580 140 570 654 417 268 43 54 999 | 825 600 159 580 684 417 268 43 53 1006 | | |
| Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase | 29.1 19.7 3.8 20.6 22.3 16.4 10.5 1.9 2.4 38.9 | 23.3 16.4 10.5 1.9 2.3 | 30.2 21.3 4.1 21.5 24.0 16.4 10.5 1.9 2.1 39.1 | 31.0 22.0 4.8 22.0 25.4 16.4 10.6 1.7 2.1 39.1 | 31.7 22.8 5.5 22.4 25.8 16.4 10.6 1.7 2.1 39.3 | 32.5 23.6 6.3 22.8 26.9 16.4 10.6 1.7 2.1 39.6 | | |

| | | | | | | | ,,, |
|----------------------------|------------------------------------|--------------|--------------|--------------|------------------------|------------|------------------------------|
| Main tubes | Aero 6061 T6 alı | ıminum | | | | | 30 42 52 |
| | 6061 T6 aluminu | | | | | | 12 66 93 115 |
| Fork | ICON Air Rail | | | | | | |
| Headset | Tange Seiki Pass | age DX, a | ılloy | | 0.2/26.4, 35.3mm st | tack | 13 61 85 106 |
| | ICON Graphite | | | | m clamp diameter | | 14 57 79 98 |
| | ICON Graphite, q | uill | | 22.2m | m insertion | | 15 53 74 92 |
| Grips Skittere | ICON Powercork | Elita Da | -l | 1- | | | 17 47 65 81 |
| Front derailleur | Shimano 105 STI Shimano 105 T | , riite De | ск сотраць | le Down i | oull, Braze-on w/34.9 | omm clama | |
| Rear derailleur | Shimano 105 GS | | | Down | Juli, Diaze-Oli W/34.5 | mini ciamp | |
| | Shimano 105 | | | | | | 21 38 53 65 |
| Brake levers | | | | Integra | ated brake/shift | | 23 35 48 60 |
| Crankset | Shimano 105 52, | /42/30 | | | mm bolt hole circle | | 25 32 44 55 |
| Bottom bracket | Shimano 105 | | | 68 x 11 | = | | |
| Peudis Carretto | ICON De La Sole Shimano HG70 1. | , clipless | | 9/16" a | axle | | 21.7 lb. |
| | Shimano HG70 I | 2-25 | | 9spd | ngth, 9 speed | | 9.85 kg. |
| Front wheel | Rolf Vector | | | | 16mm rimstrip | | |
| | Continental Supe | er Sport | | 700 x | • | | |
| Rear wheel | Rolf Vector | • | | Hyper | Glide cassette, 8/9sp | d, 130mm | O.L.D. |
| | | _ | | Velox 1 | 6mm rimstrip | | |
| Rear tire | Continental Supe | er Sport | | 700 x | | | |
| Spokes | Presta valve DT 14/15G butted | d stainles | _ | 48mm | | 24 | la 2u Dage |
| Spokes | DI 14/15G BULLEC | ı stainies: | 5 | 20 spc | ke Radial Front | | ke 2x Rear 87 rear (D/ND) |
| Saddle | Selle Italia XO G | el. FeC/lea | ather | 210 | | 200/20 | or real (D/ND) |
| Seatpost | ICON Graphite, 2 | 014 | | 27.2mr | n diameter | | |
| Seat binder | Alloy w/integral | bolt | | 35.0 c | lamp diameter | | |
| Additionals | 2 water bottle m | | ck mounts | | | | |
| Colors | Trek Red • Black | decal | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| Frame sizes | 52 | 54 | 56 | 58 | 60 | | |
| Handlebar width | 400 | 420 | 420 | 440 | 440 | | |
| Stem length | 80 | 80 | 100 | 100 | 120 | | |
| Stem angle Crank length | 0 | 0 | 0 | 0 | 0 | | |
| Seatpost length | 170 250 | 170 250 | 170 250 | 175 250 | 175 250 | | |
| Steerer, mm | 155 | 162 | 179 | 198 | 217 | | |
| | 100 | .02 | 17.5 | .,,0 | 2 | | |
| Fork length | | n axle-cro | | | | | |
| Head angle | 72.5 | 73.0 | 73.8 | 73.8 | 74.0 | | |
| Seat angle MM Standover | 75.0 | 74.0 | 73.5 | 73.0 | 73.0 | | 1 |
| MM Standover Seat tube | 754 520 | 768 540 | 788 560 | 806 580 | 825 600 | | |
| Head tube | 97 | 104 | 121 | 140 | 159 | | |
| Eff top tube | 528 | 545 | 560 | 570 | 580 | | |
| Reach | 591 | 609 | 644 | 654 | 684 | | |
| Chainstays | 417 | 417 | 417 | 417 | 417 | | |
| BB height | 266 | 266 | 268 | 268 | 268 | | |
| Offset Trail | 47 50 | 47 55 | 43 | 43 | 43 | | |
| Wheelbase | 58 989 | 993 | 54 994 | 54 999 | 53 1006 | | |
| | , | ,,,, | <i></i> | | 1000 | | |
| IN Standover | 29.7 | 30.2 | 31.0 | 31.7 | 32.5 | | |
| Seat tube | 20.5 | 21.3 | 22.0 | 22.8 | 23.6 | | |
| Head tube | 3.8 | 4.1 | 4.8 | 5.5 | 6.3 | | |
| Eff top tube Reach | 20.8 23.3 | 21.5 24.0 | 22.0 25.4 | 22.4 25.8 | 22.8 26.9 | | |
| Chainstays | 23.3 16.4 | 16.4 | 25.4 16.4 | 25.8 16.4 | 26.9 16.4 | | |
| BB height | 10.5 | 10.5 | 10.4 | 10.4 | 10.6 | | |
| Offset | 1.9 | 1.9 | 1.7 | 1.7 | 1.7 | | |
| Trail | 2.3 | 2.1 | 2.1 | 2.1 | 2.1 | | |
| Wheelbase | 38.9 | 39.1 | 39.1 | 39.3 | 39.6 | | |

| | may many a track on the continue and the continue of the conti | | | | | • | | | |
|---|--|---|----------------------------|--|----------------------|----------------------|-------------|---|--|
| Stays Fork Headset Handlebars Stem Grips Shifters Front derailleur Brakes Brake levers Crankset Bottom bracket Pedals Cassette Chain Front wheel Front tire Rear wheel Rear tire Tubes Spokes Saddle | ICON Carbon Cla Tange Seiki Pass ICON Sleeve Ergo KWG alloy, 90° ICON Powercork Shimano Tiagra S Shimano Tiagra S Shimano Tiagra S Shimano Tiagra S Shimano BB-UN4 Alloy/alloy cage of Shimano HG50 13 Shimano HG50 13 Shimano HG72 Rolf Vector Continental Super Rolf Vector Continental Super Presta valve DT 14/15G butted Selle Italia XO Ge | m ssic age D STI Dual (F SS 52/42/30 W/clips an 2-25 r Sport r Sport | nd straps | 30 42 52 12 66 93 115 22.2/30.2/26.4, 30.9mm stack 26.0mm clamp diameter 22.2mm insertion 15 53 74 92 17 47 65 81 Down pull, Braze-on w/34.9mm clamp 19 42 58 72 21 38 53 65 Integrated brake/shift 74/130 mm bolt hole circle 68 x 113 9/16" axle 9spd 108 length, 9 speed Velox 16mm rimstrip 700 x 25c HyperGlide cassette, 8/9spd, 130mm O.L.D. Velox 16mm rimstrip 700 x 25c 48mm stem 20 spoke Radial Front 24 spoke 2x Rear 278 288/287 rear (D/ND) | | | | | |
| Seat binder Additionals Colors | Alloy w/integral to 2 water bottle mo Blackberry • Silve | ounts, rac | ck mounts | 35.0 cl | amp diame | ter | | ł | |
| | | | | | | | | | |
| Frame sizes Handlebar width Stem length | 52 400 70 | 54 420 90 | 56 420 100 | 58 440 100 | 60 440 115 | 63 460 115 | | | |
| Stem angle Crank length | 0 170 | 90 0 170 | 0 170 | 0 175 | 0 1 7 5 | 115 0 175 | | | |
| Seatpost length Steerer, mm | 250 139 | 250 147 | 250 164 | 250 183 | 250 202 | 250 229 | | | |
| Fork length Head angle | 72.5 | axle-crow 73.0 | 73.8 | 73.8 | 74.0 | 74.0 | | | |
| Seat angle MM Standover Seat tube | 75.0 754 520 | 74.0 768 540 | 7 <u>3.5</u> 788 560 | 73.0 806 580 | 73.0 825 600 | 72.5 854 630 | | | |
| Head tube Eff top tube | 97 528 | 104 545 | 121 560 | 140 570 | 159 580 | 186 600 | | | |
| Reach Chainstays | 586 417 | 622 417 | 648 417 | 658 417 | 682 417 | 702 417 | | | |
| BB height Offset | 266 47 | 266 47 | 268 47 | 268 43 | 268 43 | 270 43 | | | |
| Trail Wheelbase | 58 989 | 55 993 | 50 994 | 54 999 | 53 1006 | 53 1021 | | | |
| IN Standover Seat tube | 29.7 20.5 | 30.2 21.3 | 31.0 22.0 | 31,7 22.8 | 32.5 23.6 | 33.6 24.8 | | | |
| Head tube Eff top tube | 3.8 20.8 | 4.1 21.5 | 4.8 22.0 | 5.5 22.4 | 6.3 22.8 | 7.3 23.6 | | | |
| Reach Chainstays BB height | 23.1 16.4 10.5 | 24.5 16.4 10.5 | 25.5 16.4 10.6 | 25.9 16.4 10.6 | 26.9 16.4 10.6 | 27.7 16.4 10.6 | | | |
| Offset Trail | 1.9 2.3 | 1.9 2.1 | 1.9 2.0 | 1.7 2.1 | 1.7 2.1 | 10.6 1.7 2.1 | | | |
| Wheelbase | 38.9 | 39.1 | 39.1 | 39.3 | 39.6 | 40.2 | | | |

| | | | | | | | | <u>6'1000664004004000400040040040040040044000440004400044000440040040</u> |
|--|--------------------------------------|-------------------|-------------|-----------------|-------------------------|--------------------|-------------|---|
| Main tubes | Aero 6061 T6 al | uminum | | | | - | | 30 42 52 |
| | 6061 T6 aluminu | | | | | | | |
| | Epoxy bonded al | | | | | | | 13 61 85 106 |
| Headset | Tange Seiki Pass | ade | | 22.2/3 | 0.2/26.4, 3 | 14 57 79 98 | | |
| Handlebars | ICON Sleeve Erg | 0 | | | n clamp di | | | 15 53 74 92 |
| Stem | | | | | n insertion | | | |
| Grips | | | | | | | | |
| Shifters | | ΓΙ Dual Co | ntrol | | | | | 19 42 58 72 |
| Front derailleur | | | | Down p | ull, Braze- | on w/34.9r | nm clamp | 21 38 53 65 |
| Rear derailleur | | 5 | | | | | | 23 35 48 60 |
| | Shimano Sora | | | | | | | |
| Brake levers | | | | | ted brake/: | | | 26 31 43 53 |
| Crankset | Shimano Sora 52 | 2/42/30 | | - | mm bolt h | ole circle | | |
| | Shimano BB-UN | | -1 -1 | 68 x 113 | _ | | | |
| Cassette | Alloy/alloy cage Shimano HG50 1 | | a straps | 9/16" a 8spd | xie | | | 22.9 lb. |
| | HG50 | 3-20 | | | jth, 3/32" | | | 10.40 kg. |
| Front hub | | | | nz ienę | Jui, 3/32 | | | |
| | Mavic CXP21 | | | Velox 1 | 5mm rimst | rin | | |
| | Continental Supe | er Sport | | 700 x 2 | | | | |
| Rear hub | Shimano Sora | , | | | | tte, 8spd, 1 | 30mm 0.L | D. |
| Rear rim | Mavic CXP21 | | | | 5mm rimst | | | |
| Rear tire | Continental Supe | er Sport | | 700 x 2 | | | | |
| | Presta valve | 48mm | | | | | | |
| Spokes | DT 14G stainless | | | | ke 3x Front | : | • | ke 3x Rear |
| 6-141 | 5 " " " " " | | | 295 | | | 292/29 | 94 rear (D/ND) |
| Castrout | Selle Italia XO G | el, FeC | | 27.2 | | | | |
| Seat hinder | SP-312 alloy mic Alloy w/integral | ro-aujust holt | | | n diameter amp diame | | | |
| Additionals | 2 water bottle m | 35.0 Ci | anip ulame | ter | | | | |
| Colors | | | | | | | | |
| | metal Hane Blac | ************* | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| Frame sizes | 50 | 52 | 54 | 56 | 58 | 60 | 63 | |
| Handlebar width | 400 | 400 | 420 | 420 | 440 | 440 | 460 | |
| Stem length | 70 | 70 | 90 | 100 | 100 | 115 | 115 | |
| Stem angle Crank length | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Seatpost length | 170 250 | 170 250 | 170 250 | 170 250 | 175 250 | 175 250 | 175 250 | |
| Steerer, mm | 140 | 140 | 250 147 | 164 | 183 | 202 | 230 | |
| V V V V V V V V V V V V V V V V V V V | 140 | 140 | 1-4 1 | 104 | 103 | 202 | 230 | |
| Fork length | 370 mr | n axle-cro | wn race | | | | | |
| Head angle | 72.0 | 72.5 | 73.0 | 73.8 | 73.8 | 74.0 | 74.0 | |
| Seat angle | 75.0 | 75.0 | 74.0 | 73.5 | 73.0 | 73.0 | 72.5 | |
| MM Standover | 740 | 754 | 76 8 | 788 | 806 | 825 | 854 | |
| L Seat tube | 500 | 520 | 540 | 560 | 580 | 600 | 630 | |
| Head tube | 97 | 97 | 104 | 121 | 140 | 159 | 186 | |
| Eff top tube | 523 | 528 | 545 | 560 | 570 | 580 | 600 | |
| Reach | 580 | 586 | 622 | 648 | 658 | 682 | 702 | |
| Chainstays | 417 | 417 | 417 | 417 368 | 417 | 417 | 417 | |
| BB height Offset | 266 47 | 266 47 | 266 47 | 268 43 | 268 43 | 268 | 270 | |
| Trail | 47 61 | 47 58 | 47 55 | 43 54 | 43 54 | 43 53 | 43 53 | |
| Wheelbase | 988 | 989 | 993 | 994 | 999 | 1006 | 1021 | |
| | 700 | | | | | .556 | .021 | |
| IN Standover | 29.1 | 29.7 | 30.2 | 31.0 | 31.7 | 32.5 | 33.6 | |
| Seat tube | 19.7 | 20.5 | 21.3 | 22.0 | 22.8 | 23.6 | 24.8 | |
| Head tube | 3.8 | 3.8 | 4.1 | 4.8 | 5.5 | 6.3 | 7.3 | |
| Eff top tube | 20.6 | 20.8 | 21.5 | 22.0 | 22.4 | 22.8 | 23.6 | |
| Reach | 22.9 | 23.1 | 24.5 | 25.5 | 25.9 | 26.9 | 27.7 | |
| Chainstays | 16.4 | 16.4 | 16.4 | 16.4 | 16.4 | 16.4 | 16.4 | |
| BB height | 10.5 | 10.5 | 10.5 | 10.6 | 10.6 | 10.6 | 10.6 | |
| Offset Trail | 1.9 | 1.9 2.3 | 1.9 2.1 | 1.7 2.1 | 1.7 2.1 | 1.7 2 1 | 1.7 2.1 | |
| Wheelbase | 2.4 38.9 | 2.3 38.9 | 2.1 39.1 | 2.1 39.1 | 2.1 39.3 | 2.1 39.6 | 2.1 40.2 | |
| ************************************** | 30.9 | JO.7 | 37.1 | J7.1 | 37.3 | 39.0 | 40.2 | |

| | And the second s | erannin ar i Traftic de la companya | P4011 | | | i | |
|---|--|--|---|--|--|---|--|
| Stays Fork Headset Handlebars Stem Grips Shifters Front derailleur Rear derailleur Brakes Brake levers Crankset Bottom bracket Pedals Cassette Chain Front hub Front tire Rear hub Rear rim | Aero Cro-Moly Steel ICON Sleeve Ergo KWG alloy, 90° Cork tape Shimano Sora ST Shimano Sora GS Alloy dual pivot Cyclone, alloy rin Cartridge Resin/alloy cage Sunrace 11-28 KMC Z51 Alloy QR Vuelta Airline 2 Continental Sport Alloy QR Vuelta Airline 2 | Dual Co gs, 52/4 w/clips a | 2/30 | 26.0m 22.2m Down p Integra 68 x 11 9/16" a 8spd 108 ler PVC rii 700 x 2 | m clamp d m insertion oull, 31.8m ated brake/ 8 axle agth, 3/32' mstrip 25c Glide casse | n clamp 'shift | 30 42 52 11 74 103128 12 68 95 117 14 58 81 100 16 51 71 88 18 45 63 78 21 39 54 67 24 34 47 59 28 29 41 50 23.9 lb. 10.86 kg. |
| Rear tire Tubes Spokes | Continental Sport Presta valve 15G stainless | | | 700 x 2 48mm | 25c | t | 32 spoke 3x Rear 288/290 rear (D/ND) |
| Seatpost Seat binder | Selle Bassano Smart Alloy micro-adjust Alloy w/integral bolt 2 water bottle mounts, rack mounts Metal Flake Blue • White decal | | | 27.2mr | n diameter amp diame | | |
| Frame sizes Handlebar width Stem length Stem angle Crank length Seatpost length Steerer, mm | 43 380 80 0 170 250 147 | 50 400 90 0 170 250 147 | 54 400 100 0 170 250 147 | 56 400 110 0 175 250 | 58 420 120 0 175 250 182 | 60 420 130 0 175 250 | |
| Fork length Head angle Seat angle | 72.5 75.0 | axle-cro 72.5 75.0 | 72.5 7 <u>4.</u> 0 | 73.5 73.5 | 74.0 73.5 | 74.0 73.0 | |
| Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase | 713 430 100 520 587 415 266 47 60 980 | 747 500 100 520 597 415 266 47 60 980 | 765 540 100 536 622 415 266 47 60 987 | 785 560 115 555 652 415 266 47 54 989 | 804 580 135 565 672 415 266 43 55 989 | 821 600 150 575 691 415 266 43 55 | |
| Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase | 28.1 16.9 3.9 20.5 23.1 16.3 10.5 1.9 2.4 38.6 | 29.4 19.7 3.9 20.5 23.5 16.3 10.5 1.9 2.4 38.6 | 30.1 21.3 3.9 21.1 24.5 16.3 10.5 1.9 2.4 38.9 | 30.9 22.0 4.5 21.9 25.7 16.3 10.5 1.9 2.1 38.9 | 31.7 22.8 5.3 22.2 26.5 16.3 10.5 1.7 2.1 38.9 | 32.3 23.6 5.9 22.6 27.2 16.3 10.5 1.7 2.1 39.3 | |

WSD Alpha Road

Women's road bike geometry

Most women have only been able to choose from a single category of bike design; men's. On taller women, this choice was often satisfactory. Perhaps a few easy changes were necessary, such as a shorter stem and adjusting a different, ladies saddle further forward.

But on smaller women, it was much harder to get a good fit. And even if the fit was accomplished, performance on the small bike often suffered.

Some companies tried to address this by using shorter top tubes coupled to shorter seat tubes. This helped some, but the usual compromise on these attempts was to raise the bottom bracket considerably. Why the high bottom bracket? As the top tube is shortened, the toe clearance around the front wheel is compromised. Raising the bottom bracket alleviates this somewhat. This doesn't help with an already restricted standover, nor does raising the rider's center of gravity help the bike's handling, instead making it tippy and precarious in corners. An additional problem is that raising the bottom bracket without adjusting the handlebar position upward puts the bars lower, when the bars really need to be higher for a woman.

Another solution has been to use a smaller front wheel. This allows a shorter front center, but having two tire sizes, two tube size, two rim sizes, etc causes some maintenance headaches for riders.

Our engineers evaluated all this and decided that to get the best overall fit, AND PERFORMANCE, smaller wheels front and rear coupled to an entire new geometry was the best way to solve the small rider fit. An important point here is that although the frame engineers were working on women's solutions, many smaller males may find that these bikes ride better than past compromises they've made to get a good fit.

Smaller wheels

The WSD road bikes use a 650c diameter wheelset. Smaller wheels are easier to accelerate. They present less frontal area, make them more aerodynamic. No wonder we also use them on our built-for-speed Hilo tri bikes.

Using smaller wheels has many effects on the bike design. Instead of being forced into particular angles to accommodate an ill-fitting wheelset, 650c wheels allowed our engineers the freedom to pick the exact angles that would yield the best ride. It also allows more 'normal' tubing lengths so the bike has the normal flex and liveliness 'big' people expect from their bikes. Better fit. Better feel. Better function.

For better fit, we started by offering a shorter top tube. Previous attempts used a radically slack head angle and steep seat angle to shorten the top tube. While Trek women's geometry is different than men's in this respect, our shorter top tube is not at the sacrifice of handling. The head angles are slightly more relaxed, but this is to add steering stability, not toe clip clearance. Toe clip clearance is adequate on even the

smallest frame size, assuming that the small rider also has small feet. But women riders do not have as much weight in their shoulders as a man of similar height. That weight works with trail to provide steering stability and tracking on a bicycle. The WSD head angles are tuned just to provide good handling.

Another special detail we've added is to address the lower centripetal force generated by the smaller diameter wheel. The wheel's rotation provides a stabilizing force much like a gyroscope. The lighter the wheel, or the closer to the hub the mass is located, the lower this force is. Since this force provides stability coupled with trail, we use a shorter fork rake (offset) to add trail. The result is a bike that handles neutrally, even with the lighter, smaller wheel. yet those smaller wheels really accelerate, so a smaller person who might not have the horsepower of a bigger rider can really move. Fun. And fast!

Alpha SL WSD Special Parts Front derailleur clamp Seat elamp 981631

650e ICON Carbon Classic fork 650c Rolf Vector Comp wheelset Rear derailleur hanger

Attachment bolt

990116 990129

| | | | | and comments and secretary and an experimental secretary and secretary a |
|---------------------------|--|--------------|---|--|
| Main tubes | Aero 6061 T6 aluminum | | · 1997- | 39 53 |
| Stays | 6061 T6 aluminum | | | 12 79 107 |
| | ICON Carbon Classic 650 | | | 1 3 73 99 |
| Headset | Tange Seiki Passage DX, allo | У | 22.2/30.2/26.4, 35.3mm stack | |
| | ICON Graphite ICON Graphite, quill | | 26.0mm clamp diameter 22.2mm insertion | 14 68 92 |
| | ICON Graphite, quiii | | 22.211111 1115(11101) | 15 63 86 |
| | Shimano Ultegra STI, Flite D | eck compa | atible | 17 56 76 |
| Front derailleur | Shimano Ultegra | | Down pull, Braze-on w/34.9mm | clamp 19 50 68 |
| Rear derailleur | | | | 21 45 61 |
| Brakes | Shimano Ultegra | | | |
| Brake levers Crankset | Shimano Ultegra 53/39 | | Integrated brake/shift 130 mm bolt hole circle | 23 41 56 |
| Bottom bracket | Shimano Ultegra | | 68 x 118 | 25 38 51 |
| | ICON De La Sole, clipless | | 9/16" axle | <u> </u> |
| | Shimano Ultegra 12-25 | | 9spd | 21.1 lb. |
| | Shimano HG92 | | 108 length, 9 speed | 9.58 kg. |
| Front wheel | Rolf Vector Comp 650 Continental Grand Prix | | Velox 16mm rimstrip 650 x 23c | |
| | Rolf Vector Comp 650 | | HyperGlide cassette, 8/9spd, 13 | Omm O L D |
| | · | | Velox 16mm rimstrip | 0.2.0. |
| Rear tire | | | 650 x 23c | |
| | Presta valve, 40mm stem | | | |
| Spokes | DT 14/15G butted stainless | | , | 20 spoke 2x Rear |
| Saddle | Bontrager FS 2000 WSD, Cr | Мо | 244 | 263/263 rear (D/ND) |
| | ICON Graphite, 2014 | IVIO | 27.2mm diameter | |
| Seat binder | Alloy w/integral bolt | | 35.0 clamp diameter | |
| Additionals | 2 water bottle mounts, rack | mounts | · | |
| Colors | Pearl White • Cobalt decal | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| Frame sizes | 43 47 | 52 | | |
| Handlebar width | 380 380 | 380 | | |
| Stem length Stem angle | 70 90 0 0 | 100 0 | | |
| Crank length | 165 165 | 170 | | |
| Seatpost length | 250 250 | 250 | | |
| Steerer, mm | 144 144 | 180 | | |
| | | | | |
| Fork length | 345 mm axle-crowr | | | |
| Head angle Seat angle | 73.0 72.5 76.0 75.0 | 72.5 74.0 | | |
| MM Standover | 683 708 | 751 | | |
| Seat tube | 430 470 | 520 | | |
| Head tube | 97 97 | 133 | | |
| Eff top tube | 490 500 | 505 501 | | |
| Reach Chainstays | 548 576 412 412 | 591 412 | | |
| BB height | 262 264 | 264 | | |
| Offset | 38 38 | 38 | | |
| Trail | 55 58 | 58 | | |
| Wheelbase | 950 956 | 954 | | |
| IN Standover | 26.9 27.9 | 29.6 | | |
| Seat tube | 16.9 18.5 | 29.6 | | |
| Head tube | 3.8 3.8 | 5.2 | | |
| Eff top tube | 19.3 19.7 | 19.9 | | |
| Reach | 21.6 22.7 | 23.3 | | |
| Chainstays BB beight | 16.2 16.2 | 16.2 | | |
| BB height Offset | 10.3 10.4 1.5 1.5 | 10.4 1.5 | | |
| Trail | 2,2 2.3 | 2.3 | | |
| Wheelbase | 37.4 37.6 | 37.6 | | |
| | | | | |

| Dur Pric | e: \$ | • | | 2200 WSI |
|--|--|------------------|--|---------------------|
| Main tubes | Aero 6061 T6 aluminum | <u> </u> | | 30 42 52 |
| Stays | 6061 T6 aluminum | | | 12 61 85 105 |
| Fork | ICON Carbon Classic 650 | | | 19 50 70 07 |
| Headset Handlohare | Tange Seiki Passage DX, all ICON Graphite | loy | 22.2/30.2/26.4, 35.3mm sta | |
| Stem | | | 26.0mm clamp diameter 22.2mm insertion | 14 52 73 90 |
| Grips | ICON Grapinte, quill | | 22.2mm insertion | 15 49 68 84 |
| Shifters | | k compatib | ole | 17 43 60 74 |
| Front derailleur | Shimano 105 T | , | Down pull, Braze-on w/34.9m | |
| Rear derailleur | 1 | | | 21 35 49 60 |
| Brakes Brake levers | 0111111a110 100 | | | |
| and the second of the second o | Shimano 105 52/42/30 | | Integrated brake/shift 74/130 mm bolt hole circle | 23 32 44 55 |
| Bottom bracket | Shimano 105 52/42/30 | | 68 x 118 | 25 29 41 50 |
| Pedals | 1 0111111111111111111111111111111111111 | | 9/16" axle | 217 11 |
| Cassette | Shimano HG70 12-25 | | 9spd | 21.7 lb. |
| Chain | | | 108 length, 9 speed | 9.85 kg. |
| Front Wheel | Rolf Vector 650 | | Velox 16mm rimstrip | |
| Pear wheel | Continental Grand Prix Rolf Vector 650 | | 650 x 23c | 120 |
| Keai Wileei | Roll Vector 650 | | HyperGlide cassette, 8/9spd, Velox 16mm rimstrip | 130mm O.L.D. |
| Rear tire | Continental Grand Prix | | 650 x 23c | |
| Tubes | Presta valve, 40mm stem | | 050 X 200 | |
| Spokes | DT 14/15G butted stainless | | 20 spoke Radial Front | 24 spoke 2x Rear |
| C = dall= | | | 252 | 263/261 rear (D/ND) |
| Saddle Seatnort | | rMo | 27.0 | |
| Seat binder | ICON Graphite, 2014 Alloy w/integral bolt | | 27.2mm diameter 35.0 clamp diameter | |
| Additionals | 2 water bottle mounts, rack | mounts | 35.0 clamp diameter | |
| Colors | Metallic Purple • White dec | al | | |
| Frame sizes Handlebar width Stem length Stem angle | 43 47 380 380 70 90 | 52 380 100 | | |
| Crank length | 0 0 165 165 | 0 170 | | |
| Seatpost length | 250 250 | 250 | | |
| Steerer, mm | 144 144 | 180 | | |
| | | | | |
| Fork length Head angle | 345 mm axle-crow | | | |
| Seat angle | 73.0 72.5 76.0 75.0 | 72.5 74.0 | | |
| M Standover | 683 708 | 751 | | |
| — Seat tube | 430 470 | 520 | | |
| Head tube Eff top tube | 97 97 | 133 | | |
| Reach | 490 500 548 576 | 505 591 | | |
| Chainstays | 412 412 | 412 | | |
| BB height | 262 264 | 264 | | |
| Offset | 38 38 | 38 | | |
| Trail | 55 58 250 250 | 58 | | |
| Wheelbase | 950 956 | 954 | | |
| N Standover | 26.9 27.9 | 29.6 | | |
| Seat tube | 16.9 18.5 | 20.5 | | |
| _Head tube | 3.8 3.8 | 5.2 | | |
| Eff top tube | 19.3 19.7 | 19.9 | | |
| Reach Chainstays | 21.6 22.7 16.2 16.2 | 23.3 | | |
| BB height | 16.2 16.2 10.3 10.4 | 16.2 10.4 | | |
| Offset | 1.5 1.5 | 1.5 | | |
| Trail | 2.2 2.3 | 2.3 | | |
| Wheelbase | 37.4 37.6 | 37.6 | | |
| Commence of the commence of th | | | | |

| | | | | | the state of the s |
|---------------------------|--------------------------------------|--------------|--------------|----------------------------------|--|
| Material | A (0(1 T () | | | Sec. | 30 42 52 |
| Main tubes | Aero 6061 T6 alu 6061 T6 aluminui | | | | |
| | ICON Carbon Clas | | | | 12 61 85 105 |
| Headset | | | | 22.2/30.2/26.4, 30.9mm stac | _k 13 56 78 97 |
| Handlebars | 1 .090 00 +0+. | - | | 26.0mm clamp diameter | " 15 49 68 84 |
| Stem | - | , | | 22.2mm insertion | |
| Grips | | | | | 17 43 60 74 |
| Shifters | | TI Duai C | ontrol | | 19 38 54 66 |
| Front derailleur | Shimano Tiagra T | | | Down pull, 31.8 mm/ 11/4" | 21 35 49 60 |
| Rear derailleur | | | | | 23 32 44 55 |
| Brakes | Shimano Sora | | | | |
| Brake levers | | | | Integrated brake/shift | 25 29 41 50 |
| Crankset | | | | 74/130 mm bolt hole circle | |
| Bottom bracket | | | | 68 x 113 | |
| Pedals | Alloy/alloy cage v | v/clips an | d straps | 9/16" axle | 22.1 lb. |
| | Shimano HG50 12 | 2-25 | | 8spd | 10.03 kg. |
| Chain Feart wheel | | | | 108 length, 9 speed | |
| | Rolf Vector 650 Continental Gran | d Deiv | | Velox 16mm rimstrip 650 x 23c | |
| Rear wheel | | u Prix | | HyperGlide cassette, 8/9spd, | 130mm 0 D |
| Meal Wileel | Rolf Vector 650 | | | Velox 16mm rimstrip | 130mm 0.L.D. |
| Rear tire | Continental Gran | d Prix | | 650 x 23c | |
| Tubes | _ | u 1 11A | | 556 X 256 | |
| Spokes | | l stainless | | 20 spoke Radial Front | 24 spoke 2x Rear |
| | B. Fig. Bo Butter | | | 252 | 263/261 rear (D/ND) |
| Saddle | Bontrager FS 20 | 00 WSD | | | |
| Seatpost | SP-312 alloy micr | o-adjust | | 27.2mm diameter | |
| | Alloy w/intégral b | | | 35.0 clamp diameter | |
| Additionals | 2 water bottle m | ounts, rac | k mounts | | |
| Colors | Blackberry • Gold | d decal | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| Frame sizes | 43 | 47 | 52 | | |
| Handlebar width | 380 | 380 | 380 | | |
| Stem length | 1 | 90 | 100 | | |
| Stem angle | | Ó | 0 | | |
| Crank length | | 165 | 170 | | |
| Seatpost length | 250 | 250 | 250 | | |
| Steerer, mm | 139 | 139 | 175 | | |
| | | | | | |
| Fork length | 345 mr | n axle-cro | wn race | | |
| Head angle | 73.0 | 72.5 | 72.5 | | |
| Seat angle | | <u>75.0</u> | 74.0 | | |
| MM Standover | | 708 | 751 530 | | |
| Seat tube | 430 | 470 07 | 520 | | |
| Head tube Eff top tube | 97 490 | 97 500 | 133 505 | | |
| Reach | | 500 577 | 505 592 | | |
| Chainstays | 412 | 412 | 412 | | |
| BB height | | 264 | 264 | | |
| Offset | | 38 | 38 | | |
| Trail | | 58 | 58 | | |
| Wheelbase | 950 | 956 | 954 | | |
| | | | | | |
| IN Standover | | 27.9 | 29.6 | | |
| Seat tube | 16.9 | 18.5 | 20.5 | | |
| Head tube | 8. | 3.8 | 5.2 | | |
| Eff top tube | 19.3 | 19.7 | 19.9 | | |
| Reach | 8 | 22.7 | 23.3 | | |
| Chainstays BB height | | 16.2 10.4 | 16.2 10.4 | | |
| Offset | | 1.5 | 1.5 | | |
| Trail | | 2.3 | 2.3 | | |
| IIII | 8 / / | | <i>(</i>) | | |

| | 50000000000000000000000000000000000000 | | | | • | | |
|---------------------------|---|---------------------|-------------|------------------------------|--------------------------------------|---------|----------------------|
| Main tubes | 6061 T6 aluminum | | | | -Malana | - | 30 42 52 |
| | 6061 T6 aluminum | | | | | | |
| Fork | Cro-Moly | | | | | | 11 74 103 128 |
| Headset | Tange Seiki CDS | | | 22.2/30.2/26.4, 33.7mm stack | | | 13 62 87 108 |
| Handlebars | ICON Graphite, ergo | bend | | 26.0mm clamp diameter | | | 15 54 76 94 |
| | ICON Graphite, quil | l | | 22.2mm i | nsertion | | 17 48 67 83 |
| | ICON Powercork Shimano Ultegra ba | er onde | | | | | 20 41 57 70 |
| Front derailleur | Shimano 105 T | ii eiius | | | | | |
| Rear derailleur | | SGS | | DOWN pun | , Diaze on w,57mm | | |
| Brakes | | | | | | | 26 31 44 54 |
| Brake levers | Dia-Compe 287 Aei | ГО | | | | ļ | 30 27 38 47 |
| Crankset | Shimano 105 52/42 | 2/30 | | - | m bolt hole circle | L | |
| Bottom bracket | Shimano 105 Shimano SPD M323 | nlatform | | 68 x 118 9/16" axle | | | |
| Cassette | Shimano HG50-l 11- | 30. | clibie22 | 8spd | : | | 22.9 lb. |
| Chain | Shimano HG72 | J • | | 116 length | ı. 9 speed | | 10.39 kg. |
| Front hub | Shimano Deore LX | | | | , , , , | | |
| Front rim | Bontrager Fairlane | | | | nm rimstrip | | |
| Front tire | Continental Top Tol | ıring | | 700 x 320 | | | |
| Rear nub | Shimano Deore LX | A C \ | | | le cassette, 8/9spd, 13 | 35mm 0 | .L.D. |
| Rear tire | Bontrager Fairlane Continental Top Tou | | | 700 x 320 | nm rimstrip - | | |
| Tubes | | inig | | 100 X 320 | _ | | |
| | DT 14G stainless | | | 36 spoke | 3x Front | 36 spok | ke 3x Rear |
| | | | | 295 | | | 3 rear (D/ND) |
| Saddle | Selle Bassano E-Z F | Rider | | 24.6 | | | |
| Seat kinder | ICON Graphite, 2014 Alloy w/integral bol | 4 + | | 31.6mm d | ıameter ıp diameter | | |
| Additionals | 3 water hottle mou | ι nts front δ | rear rack | c mounts (| ip diameter (no rear mount on 52) | | |
| Colors | | decal | i rear raci | · mounts (| (no real mount on 52) | | |
| | | | | | | | |
| Frame sizes | 52 | 56 5 | 58 | 60 | 64 | | |
| Handlebar width | | | | 440 | 460 | | |
| Stem length Stem angle | | | | 100 | 120 | | |
| Crank length | | - | | 0 175 | 0 175 | | |
| Seatpost length | | | | 270 | 270 | | |
| Steerer, mm | 128 1 | | | 207 | 248 | | |
| Fork length | 202 | | | | | | |
| Head angle | | xle-crown r 71.9 | | 72.3 | 72.9 | | |
| Seat angle | | | | 72.3 72.3 | 72.4 | | |
| MM Standover | 709 | | | 839 | 883 | | |
| Seat tube | | | | 610 | 650 | | |
| Head tube | | | | 157 | 201 | | |
| Eff top tube Reach | | | | 590 | 616 | | |
| Chainstays | | | | 676 457 | 722 457 | | |
| BB height | | | | 265 | 270 | | |
| Offset | | | | 52 | 52 | | |
| Trail | | | | 56 | 52 | | |
| Wheelbase | 1027 1 | 048 1 | 057 | 1070 | 1093 | | |
| IN Standover | 27.9 | 31.4 | 32,2 | 33.0 | 34.8 | | |
| Seat tube | 18.0 | 21.7 2 | 23.2 | 24.0 | 25.6 | | |
| Head tube | | | | 6.2 | 7.9 | | |
| Eff top tube Reach | | | | 23.2 | 24.3 | | |
| Chainstays | | | | 26.6 18.0 | 28.4 18.0 | | |
| BB height | | | | 10.4 | 10.6 | | |
| Offset | | | | 2.0 | 2.0 | | |
| Trail | 2.5 | 2.3 2 | | 2.2 | 2.1 | | |
| Wheelbase | | | | 42.1 | 43.0 | | |

| Main tubes | True Temper dou | ble butted Cro | -Moly | | | 30 42 52 | | |
|----------------------------|-----------------------------------|------------------|-----------|---|------------------------|-----------------------|--|--|
| Stays | Cro-Moly steel | | | | | 11 74 103 128 | | |
| . Fork | Cro-Moly Touring | | | | | , 13 62 87 108 | | |
| Headset | Tange Seiki CDS | | | | 2/26.4, 33.7mm stack | 1 | | |
| Handlebars | ICON Graphite, er | go bend | | | clamp diameter | 15 54 76 94 | | |
| Stein Ceise | ICON Graphite, qu | illi. | | 22.2mm | insertion | 17 48 67 83 | | |
| Chips Shifter | ICON Powercork Shimano Ultegra | har anda | | | | 20 41 57 70 | | |
| Front derailleur | Shimano 105 T | par enus | | Down pul | (21.0 mm / 1.1/4!) | | | |
| Rear derailleur | | v scs | | Down pur | l, 31.8 mm/ 1 1/4" | 23 35 49 61 | | |
| Brakes | | | | 26 31 44 54 | | | | |
| Brake levers | | | | | | 30 27 38 47 | | |
| | Shimano 105 52/- | 42/30 | | 74/130 mm bolt hole circle | | | | |
| Bottom bracket | Shimano 105 | , | | 68 x 118 | THE BOTE HOTE CHICAGO | | | |
| Pedals | | 23, platform/d | lipless | 9/16" axle | • | | | |
| Cassette | Shimano HG50-I | | • | 8spd | | 26.3 lb. | | |
| Chain | Shimano HG72 | | | 114 length | n, 9 speed | 11.94 kg. | | |
| | Shimano Deore L | Х | | | | | | |
| Front rim | | e | | | nm rimstrip | | | |
| Front tire | Continental Top T | ouring | | 700 x 32 | | | | |
| | Shimano Deore L | | | HyperGlid | le cassette, 8/9spd, 1 | l35mm O.L.D. | | |
| Rear rim | | e ASYM | | | nm rimstrip | | | |
| Kear tire Tubes | Continental Top T | ouring | | 700 x 32 | С | | | |
| Spokes | | | | 26 | 2 F t | 26 1 20 2 | | |
| Spukes | DT 14G stainless | | | 36 spoke | 3x Front | 36 spoke 3x Rear | | |
| elbha? | Trek hybrid, leath | AL COVAL | | 295 | | 292/293 rear (D/ND) | | |
| Seatnost | Alloy micro-adjus | t cover | | 27.2mm d | liameter | | | |
| Seat binder | Alloy w/integral b | oolt | | | p diameter | | | |
| Additionals | 3 water bottle mo | ounts, front & | rear raci | mounts. | rear rack | | | |
| Colors | Pearl Navy • Gold | l decal | | . ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | | |
| | , , , | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| Frame sizes | 17 | 19 2 | | 23 | 25 | | | |
| Handlebar width | 400 | | | 440 | 460 | | | |
| Stem length | 60 | | | 100 | 120 | | | |
| Stem angle Crank length | 0 | 0 0 | | 0 | 0 | | | |
| Seatpost length | 170 250 | | | 175 250 | 175 250 | | | |
| Steerer, mm | 136 | 136 13 | | 166 | 211 | | | |
| Otecres, min | 130 | 150 15 | ,0 | 100 | 211 | | | |
| Fork length | 390 mm | n axle-crown ra | ce | | | | | |
| Head angle | 71.0 | | 1.0 | 72.0 | 72.5 | | | |
| Seat angle | 74.0 | | | 73.0 | 72.0 | | | |
| MM Standover | 697 | | | 806 | 852 | | | |
| Seat tube | 432 | 483 5 | 33 | 584 | 635 | | | |
| Head tube | 90 | 90 9 | | 120 | 165 | | | |
| Eff top tube | 540 | | 55 | 566 | 590 | | | |
| Reach | 587 | | | 652 | 695 | | | |
| Chainstays | 450 | | 50 | 450 | 450 | | | |
| BB height | 268 | | 68 | 268 | 268 | | | |
| Offset Trail | 52 | 52 57 | | 52 | 52 55 | | | |
| Wheelbase | 64 1044 | 64 64 1046 10 | | 58 1052 | 55 | | | |
| miceinase | 1044 | 1040 10 | ,,, | الالال | 1062 | | | |
| IN Standover | 27.4 | 28.6 30 | 0.1 | 31.7 | 33.5 | | | |
| Seat tube | 17.0 | | | 23.0 | 25.0 | | | |
| Head tube | 3.5 | 3.5 3. | | 4.7 | 6.5 | | | |
| Eff top tube | 21.3 | | | 22.3 | 23.2 | | | |
| Reach | 23.1 | 24.0 25 | 5.2 | 25.7 | 27.4 | | | |
| Chainstays | 17.7 | 17.7 17 | .7 | 17.7 | 17.7 | | | |
| BB height | 10.6 | | | 10.6 | 10.6 | | | |
| Offset | 2.0 | 2.0 2. | | 2.0 | 2.0 | | | |
| Trail | 2.5 | 2.5 2. | | 2.3 | 2.1 | | | |
| Wheelbase | 41.1 | 41.2 41 | 1.5 | 41.4 | 41.8 | | | |

Hilo (Triathlon)

Who are the new Hilos for?

The new Hilo triathlon frames are designed for individual time trials, contre la montre, the race of truth. To accomplish this goal they use Rolf wheels, a slippery frame design, and a very aerodynamic position to cheat the wind for flat out speed. In other words, the Hilo is built to go fast.

What makes the Hilo special?

The design of the Hilo has two sources of inspiration. Most notably was our engineers' work with Lance Armstrong in a wind tunnel. But our engineers also relied heavily on an extensive racing background that includes multiple finishes of the famed Ironman Triathlon on Hawaii. Combining these experiences into a clean-slate type of design allows Trek to execute a triathlon design that is fresh from the ground up.

In addition to the aerodynamics of the frame and riding position, a big increase in performance comes from the custom Rolf 650c wheels. Not only are they lighter than their 700c cousins, but they present a smaller profile to the wind for even more efficiency.

How much does a Hilo frame weigh?

The Hilo frame weighs just 2.9 pounds, or 1.32 kilograms. But remember: weight of the bike is important in adding efficiency and reducing the power needed to propel the bike. At speed, aerodynamics are much more important than weight in reducing the power output required by the rider. In other words, being light helps but its improved aerodynamics that really make the Hilo fast.

How do you size a Hilo?

If a rider fits a 58cm 5500, they should also fit a 58cm Hilo. This was done intentionally to make it easier for you to get the rider onto the correct size. When applying this rule, make sure you consider any outside factors which might make it difficult for a rider to be comfortable in a full aero position. If they have back problems, or are overweight, they may find a full tuck is difficult to maintain. In such a case it might be good to try a larger size (with a shorter stem) to take advantage of the higher bar position, or try substituting a high-rise stem.

Racing heritage

The Hilo frame uses butted 6061 T6 aluminum with a radical, deeply aero down tube. This beefy tube is very aero, as well as eye-catching, but there's some serious engineering at work here. By using a larger diameter down tube, we have vastly increased pedaling efficiency through increased bottom bracket stiffness. This beefy tube is joined to an outer butted head tube. This reinforcement at the headset cups prevents distortion that could prematurely wear the headset bearings.

The stays are tapered and shaped 6061. Then they're welded to a hollow 3-D forged monostay that

mimics our OCLV road bikes in styling. This compliments the aerodynamics of the down tube, but our goal was to stiffen braking response, and it works. The other end of the stays are joined to forged dropouts with a replaceable derailleur hanger.

| Hilo special parts | Part # | |
|------------------------|--------|---------|
| Front derailleur clamp | | T973749 |
| Rear derailleur hanger | | 990116 |
| Attachment bolt | | 990129 |
| Seat clamp | | 981631 |

| Main tubes | TAGE 6061 TC = | (| | | | | 20 Fo | | |
|------------------------------|----------------------------------|--------------|-------------|---|---|---------------|-----------------|--|--|
| Stays | o | | | | | | 39 53 | | |
| Fork | | - | | | | | 12 86 117 | | |
| | Carbon Aero 65 Cane Creek Ahe | | | 22.5/6 | 13 79 108 | | | | |
| Handlebars | | | 61 | 22.2/. | 30.2/26.4, 26.5m | m stack | | | |
| Stem | | i w/Synta | ce Streamii | ner clip-c | ner clip-on 26.0mm clamp diameter 14 74 100 | | | | |
| | g 10011 0tolining, b | | nect | 39.5mm steerer clamp height 15 69 93 | | | | | |
| Grips | | | | | | | | | |
| Shifters Front derailleur | Shimano Dura-A | | ds | 17 61 82 | | | | | |
| | | а | | Down pull, Braze-on w/34.9mm clamp 19 54 74 | | | | | |
| | Shimano Ultegr | | | 21 49 67 | | | | | |
| Brakes | 1 | | | | | | | | |
| Brake levers | | 38 Aero | | | | | 23 45 61 | | |
| Crankset | 1 | | | | m bolt hole circle | | 25 41 56 | | |
| Bottom bracket | | 9 | | 68 x 1 | | | | | |
| Pedals | | | | 9/16" | axle | | 19.2 lb. | | |
| | Shimano Ultegra | a 12-25 | | 9spd | | | 8.72 kg. | | |
| Chain | | | | | ngth, 9 speed | | O.72 kg. | | |
| rront wneel | Rolf Vector Pro | 650 | | | 16mm rimstrip | | | | |
| | Continental Gra | | | 650 x | | | | | |
| Rear wheel | Rolf Vector Pro | 650 | | Hyper | Glide cassette, 8/ | 9spd, 130mm (| O.L.D. | | |
| | | | | Velox | l6mm rimstrip | | ł | | |
| | Continental Gra | nd Prix | | 650 x | 23c | | | | |
| _ Tubes | 1 | | | 48mm | stem | | | | |
| Spokes | DT Blade 2.2/1.0 |), locking a | alloy nips | 14 spo | ke Radial Front | 16 spol | ke 1x Rear | | |
| | | | | 254 | | 261/25 | 9 rear (D/ND) | | |
| Saddle | | Gel, Ti/le | ather | | | | 1 | | |
| Seatpost | | | | 27.2m | m diameter | | | | |
| Seat binder | Alloy w/integral | bolt | | 35.0 c | lamp diameter | | | | |
| Additionals | 2 water bottle m | nounts, Cli | ip-ons | | · | | | | |
| Colors | Metal Flake Yello | ow • White | decal | | | | | | |
| | | | | | | | | | |
| | | | | | | | 1 | | |
| | | | | | | | | | |
| Botarda (2015) Auror Senda | | | | | | | | | |
| | | | | | | | | | |
| Frame sizes | 50 | 54 | 56 | 58 | 60 | | | | |
| Handlebar width | | | | | | | | | |
| Stem length | 70 | 80 | 100 | 110 | 120 | | ſ | | |
| Stem angle | 0 | 0 | 0 | 0 | 0 | | | | |
| Crank length | 170 | 172.5 | 172.5 | 175 | 175 | | | | |
| Seatpost length | 250 | 250 | 250 | 250 | 250 | | | | |
| Steerer, mm | 191 | 208 | 227 | 246 | 273 | | | | |
| | | | | | | | | | |
| Fork length | 343 m | m axle-cro | wn race | | | | | | |
| Head angle | 72.0 | 73.0 | 73.8 | 73.8 | 74.0 | | | | |
| Seat angle | 75.0 | 74.0 | 73.5 | 73.0 | 73.0 | | | | |
| MM Standover | 740 | 768 | 788 | 806 | 825 | | - | | |
| Seat tube | 500 | 540 | 560 | 580 | 600 | | | | |
| Head tube | 104 | 121 | 140 | 159 | 186 | | | | |
| Eff top tube | 523 | 545 | 560 | 570 | 580 | | | | |
| Reach | 572 | 610 | 645 | 665 | 685 | | | | |
| Chainstays | 417 | 417 | 417 | 417 | 417 | | | | |
| BB height | 266 | 266 | 268 | 268 | 268 | | | | |
| Offset | 35 | 35 | 35 | 35 | 35 | | | | |
| Trail | 73 | 67 | 62 | 62 | 61 | | | | |
| Wheelbase | 988 | 993 | 994 | 999 | 1006 | | | | |
| | | | | | .000 | | | | |
| IN Standover | 29.1 | 30.2 | 31.0 | 31.7 | 32.5 | | | | |
| Seat tube | 19.7 | 21.3 | 22.0 | 22.8 | 23.6 | | | | |
| Head tube | 4.1 | 4.8 | 5.5 | 6.3 | 7.3 | | | | |
| Eff top tube | 20.6 | 21.5 | 22.0 | 22.4 | 22.8 | | | | |
| Reach | 22.5 | 24.0 | 25.4 | 26.2 | 27.0 | | | | |
| Chainstays | 16.4 | 16.4 | 16.4 | 16.4 | 16.4 | | | | |
| BB height | 10.5 | 10.5 | 10.6 | 10.4 | 10.6 | | | | |
| Offset | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | | | | |
| Trail | 2.9 | 2.6 | 2,5 | 2.5 | 2.4 | | | | |
| Wheelbase | 38.9 | 39.1 | 39.1 | 39.3 | 39.6 | | | | |
| | | | | | | | | | |

| | | on the second of | unasaux. | | | • | | |
|----------------------------|---------------------------------|--|--------------|--------------------|-----------------------------|-------------------|------------------------------|------------|
| Main tubes | Aero 6061 T6 | aluminum | | | | | 39 5 | 2 |
| Stays | 6061 T6 alumii | num | | | | | | |
| Fork | | 50c | | | | | 12 86 11 | |
| Headset Handlebard | Cane Creek Ah | eadset | 61 | 22.2/ | [/] 30.2/26.4, 26. | .5mm stack | 13 79 10 | 8(|
| Stem | ICON Sterling ICON Graphite, | l I W/Synta direct coa | ace Streami | iner clip- | on 26.0mm | clamp diameter | 14 74 10 | 00 |
| Grips | ICON Powercor | ·k | mect | 39.31 | nm steerer cla | mp neight | 15 69 9. | 3 |
| Shifters | Shimano Dura- | | nds | | | | 17 61 8 | 2 |
| Front derailleur | = | | | Down | pull, Braze-on | w/34.9mm clamp | | |
| Rear derailleur Brakes | Shimano 105 Shimano 105 | | | | | • | 21 49 67 | |
| Brake levers | Dia-Compe BL1 | BB Aero | | | | | | |
| Crankset | Shimano 105 5 | 3/39 | | 130 m | ım bolt hole ciı | rclo | 23 45 61 | |
| Bottom bracket | Shimano 105 | • | | 68 x | | CIE | 25 41 56 | 5 |
| Pedals | Platform | | | 9/16" | axle | | - <u>-</u> | ¬ |
| Cassette Chain | Shimano HG70 Shimano HG72 | 12-25 | | 9spd | | | 19.7 lb. | |
| Front wheel | Rolf Vector 650 | n | | | ength, 9 speed | | 8.94 kg. | |
| Front tire | Continental Gra | and Prix | | 650 x | 16mm rimstrip |) | | - [|
| Rear wheel | Rolf Vector 650 |) | | | | , 8/9spd, 130mm (| O L D | |
| Decetion. | | | | Velox | 16mm rimstrip |)) | J.L.D. | |
| Rear tire | Continental Gra Presta valve | ind Prix | | 650 x | | | | |
| Spokes | DT 14/15G butte | ad stainles | | | n stem | -1 54 | | |
| | Di 14/150 butte | a stannes | 3 | 20 sp 252 | oke Radial Froi | | ke 2x Rear 51 rear (D/ND) | |
| Saddle | Selle Italia XO (| Gel, vanadi | um/leather | | | 203/20 | orrear (D/ND) | ' |
| Seatpost | ICON Graphite, | 2014 | | | m diameter | | | |
| Seat binder Additionals | | bolt | . (| 35.0 c | lamp diameter | • | | |
| Colors | | nounts, ra • White de | CK mounts | | | | | |
| | metallie i di pie | · willite de | :Cai | | | | | |
| | | | | | | | | ĺ |
| | } | | | | | | | |
| | | | | | | | | } |
| Frame sizes |) 50 | 54 | 56 | 58 | 60 | | | |
| Handlebar width | | | 50 | 50 | 00 | | | } |
| Stem length | 60 | 80 | 100 | 110 | 120 | | | |
| Stem angle Crank length | 0 | 0 | 0 | 0 | 0 | | | 1 |
| Seatpost length | 170 2 50 | 172.5 250 | 172.5 250 | 175 25 0 | 175 | | | |
| Steerer, mm | 191 | 208 | 227 | 246 | 250 273 | | | } |
| | | | - - · | 2.0 | LIS | | | |
| Fork length Head angle | | m axle-cro | | | | | | |
| Seat angle | 72.0 | 73.0 74.0 | 73.8 73.5 | 73.8 | 74.0 | | | |
| MM Standover | 73.0 740 | 768 | 788 | 73.0 806 | 73.0 825 | | | |
| Seat tube | 500 | 540 | 560 | 580 | 600 | | | |
| Head tube | 104 | 121 | 140 | 159 | 186 | | | ł |
| Eff top tube Reach | 523 563 | 545 | 560 | 570 | 580 | | | |
| Chainstays | 562 417 | 610 417 | 645 417 | 665 417 | 685 | | | 1 |
| BB height | 266 | 266 | 268 | 268 | 417 268 | | | |
| Offset | 35 | 35 | 35 | 35 | 35 | | | } |
| Trail | 73 | 67 | 62 | 62 | 61 | | | |
| Wheelbase | 988 | 993 | 994 | 999 | 1006 | | | |
| IN Standover | 29.1 | 30.2 | 31.0 | 31.7 | 32.5 | | | |
| Seat tube | 19.7 | 21.3 | 22.0 | 22.8 | 23.6 | | | ł |
| Head tube | 4.1 | 4.8 | 5.5 | 6.3 | 7.3 | | | |
| Eff top tube Reach | 20.6 | 21.5 | 22.0 | 22.4 | 22.8 | | | 1 |
| Chainstays | 22.1 16.4 | 24.0 16.4 | 25.4 16.4 | 26.2 | 27.0 | | | |
| BB height | 10.5 | 10.5 | 10.4 | 16.4 10.6 | 16.4 10.6 | | | |
| Offset | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | | | |
| Trail | 2.9 | 2.6 | 2.5 | 2.5 | 2.4 | | | |
| Wheelbase | 38.9 | 39.1 | 39.1 | 39.3 | 39.6 | | | |

Who is the new XO for?

The new XO is a cyclocross bike. As such, its intended for cyclocross racing where a rider on a drop-bar road bike races off pavement. These races usually have a mixture of pavement, gravel, dirt, and even mud road riding, some singletrack, and a good portion of unrideable terrain or obstacles where the rider dismounts and carries the bike.

While meeting the demands of a cyclocross race, a well designed 'cross bike also makes a very versatile machine which works well for touring, commuting, or other road riding. The typical 'cross rider has a stable of bikes, but the 'cross bike may be the racer's version of a hybrid bike: one bike that can do it all.

What makes the XO special?

The XO was bred to race. But by careful frame design and parts selection, it will meet many other needs. Check out the details:

We use top-routed cables to keep them out of the gunk. But notice the cable stop under the down tube? If a rider wants to use a standard road crankset, they'll need to use a standard road front derailleur for best shifting. Since all road derailleurs are down pull, that stop lets you route the front derailleur cable under the bottom bracket.

A higher hand position than a road bike helps the 'cross rider avoid pitching over the bars on steep descents, even when on the drops for maximum control. This also makes the XO comfortable as well as making it easier for a rider to check for traffic behind.

The XO has a level top tube which leaves more room for shouldering the bike, an important consideration when dismounting for a run-up.

We gave the XO lots of mud clearance around the tires, even with larger knobs. This also means a commuter or tourer has room for fenders.

We spec'd cantilever brakes so that the cable pull would be acceptable with the STI combi shift levers.

And we worked with Shimano to develop a custom crankset with gearing that's right for 'cross riding.

How do you size an XO frame?

Although the position is slightly different for a crosser than from a standard road bike, the same frame size should fit.

Remember that the 'cross rider usually sits more upright, and with their weight further back. Imagine taking a road riders position and rotating them around the bottom bracket. By rotating the rider around the bottom bracket, the rider's muscles will maintain their range of motion and angles.

This rotated position puts the rider in a more upright position with their weight further back on the bike. Sitting more upright helps the rider control the bike in technical terrain, while being further back

adds rear wheel traction and helps prevent flying over the handlebars.

| XO special parts | Part # |
|------------------------|---------|
| Front derailleur clamp | T973749 |
| Rear derailleur hanger | 990116 |
| Attachment bolt | 990129 |
| Seat clamp | 981631 |

| Headset Handlebars Stem Grips Shifters Front derailleur Rear derailleur Brakes Brake levers Crankset Bottom bracket Pedals Cassette Chain Front wheel Front tire Rear wheel Rear tire Tubes | Alpha aluminum Cross X-Lite, aluminum Tange Seiki Passage ICON Sleeve Ergo ICON Graphite, quill ICON Powercork Shimano RSX STI Dual Control Shimano Nexave 401 Shimano RSX SS Shimano STX, cantilever Shimano RX100 50/39 Shimano BB-UN52 Bontrager RE-1, clipless Shimano HG50 13-26 HG50 Rolf Vector Cross Country Presta valve | 22.2/30.2/26.4, 30.9mm stack 26.0mm clamp diameter 22.2mm insertion Top pull, 34.9 mm/ 1 3/8" Integrated brake/shift 130 mm bolt hole circle 68 x 115 9/16" axle 8spd 112 length, 3/32" Velox 16mm rimstrip 700 x 35c HyperGlide cassette, 8/9spd, 130mm Velox 16mm rimstrip 700 x 35c | 39 50 13 82 105 14 76 97 15 71 91 17 62 80 19 56 72 21 51 65 23 46 59 26 41 52 23.4 lb. 10.62 kg. |
|---|---|--|--|
| Saddle Seatpost Seat binder Additionals Colors Frame sizes Handlebar width | SP-312 alloy micro-adjust | 278 288/ ils 27.2mm diameter ser 35.0 clamp diameter | poke 2x Rear (287 rear (D/ND) |
| Stem length Stem angle Crank length Seatpost length Steerer, mm Fork length Head angle Seat angle MM Standover | 100 110 110 15 15 15 175 175 175 300 300 30 138 163 182 403 mm axle-crown rac 71.0 71.5 72 74.5 73.5 73. | 120 15 5 175 0 300 2 201 ee .0 72.5 .0 72.5 | |
| Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase | 520 550 58 97 121 140 530 550 570 604 633 65 430 430 43 284 284 28 45 45 45 73 69 66 1017 1018 103 | 0 610 0 159 0 590 3 683 0 430 4 284 45 63 | |
| Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase | 30.5 31.5 32. 20.5 21.7 22. 3.8 4.8 5.5 20.9 21.7 22. 23.8 24.9 25. 16.9 16.9 16.9 11.2 11.2 11.2 1.8 1.8 1.8 2.9 2.7 2.6 40.0 40.1 40. | .8 24.0 6 6.3 .4 23.2 7 26.9 9 16.9 1 11.2 1.8 5 2.5 | |

Who should ride a recumbent?

The appeal of the recumbent is enjoying all the normal pleasures of cycling while feeling like you're laying back in a barcalounger. Comfort and relaxation are unparalleled compared to other styles of bicycles.

Certainly there are other advantages. The aero position provides a measure of cycling efficiency which results in lower effort, or higher speed. And to date, no other bike will get you noticed as much.

Recumbent types

Recumbents are generally classified into two types; long wheelbase and short wheelbase. Like a conventional bicycle, a longer wheelbase tends to add stability. But the lower center of gravity of a recumbent already greatly increases stability over a standard bike. With this in mind, Trek designed the R200 with a more sporty, quick handling short wheelbase.

With the front wheel underneath the rider (instead of in front of them) the seating position needs to be a bit higher. Combined with a more upright seating position, this puts the rider's head in most cases slightly higher than the average car hood. The rider sees better, and the cars can see the rider.

The R200s seating position also makes it easier to get started. On a regular bike, you get under way by leaning forward slightly and giving a good push with your grounded foot. To get an idea of how a low position recumbent can make it hard to get under way, imagine trying to accelerate a skateboard while lying on your back. With a slightly higher and more upright position, you can provide plenty of thrust, and learning to ride an R200 doesn't require hours of practice.

Equally important for our target recumbent customer is safety. After talking to lots of riders, we designed the R200 to have a high head position. While the higher position sacrifices some aerodynamics, it puts the riders head and field of vision where they can see traffic, and be seen.

Another style division is hand placement. Recumbents which are focused on speed lay the rider way back, and then put their hands beneath the seat. When you rotate the cyclist's feet up with a high bottom bracket, the aero benefits becomes even more pronounced.

But for a casual cyclist, having the hands up in front and the feet a bit lower is less foreign, adding a feeling of security. The proponents of "low hands" say that the upright, high hand position can put your hands to sleep. The R200 avoids this syndrome by using a fully adjustable, telescoping handlebar system that can even be moved while riding. Its a secure position that steers more like other wheeled vehicles. The adjustable feature maintains a high degree of comfort. And when its time to get off, the handlebars fold forward, allowing the rider to easily dismount, hold and guide the bike.

A newer division in recumbents is suspension vs.

rigid design. Like standard bikes, a rigid frame can be lighter and less expensive. But unlike on a standard bike, a recumbent rider cannot transfer weight to their hands and feet to absorb road shock. Each bump goes straight up the spine. Again, Trek opted for the comfortable approach. The R200 offers a rear suspension design, and the carefully selected pivot location allows the front wheel to benefit from the shock as well.

To summarize, the Trek R200 is a high hands, short wheelbase, suspension recumbent which is easy to learn to ride and fun on the long haul.

Where's the front derailleur?

One of the mechanical problems often found on recumbents is that the super long chain run allows the chain to flop around a bit. The result is often greasy chain marks on the legs, or worse yet poor shifting or a dropped chain. The Trek R200 avoids these problems by using a 'jackshaft' design with two freewheels. There is no front derailleur sticking off the front of the bike or cable running between your legs, and there is only one chainring. Overall shifting performance is enhanced and there is a wide gear range with tons of choices, so riders may fine-tune their gears to adapt easily to hills or plains.

Easy transporting

Some recumbents are a real problem to transport to your favorite riding area. Not the R200. Its standard length wheelbase fits standard roof racks. Or even better, the R200 can be easily folded using quick releases. By pulling the QRs, the R200 can be stowed in a standard-sized car trunk in a matter of seconds without tools.

Easy adjustment

With some recumbents, adjusting the distance from the seat to the pedals requires extensive mechanics, including changing the chain length. With the ease of standard quick releases, the R200's sliding seat rail can be adjusted up to ten inches to fit anyone from 5'1" - 6'6". And equally easy, the seat back is adjustable for angle. Combined with the quick release stem length and pivoting steering column, the R200 can go from compact and extra small to extra large and spacious in a matter of minutes.

Our Price: \$

R 200

| | Formation and the control of the con | • | |
|-------------------------------------|--|---------------------------------------|---|
| Main tubes | Alpha aluminum | | 13 15 18 21 24 |
| Stays | | | 11 123 106 88 76 66 |
| Fork | | | |
| Rear shock | Cane Creek AD5 | 1" stroke, 35mm rear wheel travel | 13 104 90 75 64 56 |
| | | 4" eye to eye, 7/8 ends | 15 90 78 65 56 49 |
| Headset | | 25.4/34.0/30.0, 27.0mm stack | 17 79 69 57 49 43 |
| Handlebars | Alloy, Arc | 25.4mm clamp diameter | |
| Stem | Recumbent adjustable w/quick release | 30mm steerer clamp height | 20 67 58 49 42 37 |
| Grips | Trek Oasis, dual density | | 23 59 51 42 36 32 |
| Shirters | SRAM Centera, 2 rights | | 26 52 45 37 32 28 |
| Front derailleur Rear derailleur | SRAM ESP 7.0 | | 222000000000000000000000000000000000000 |
| Neal delalieul Prakac | Avid Single Digit 10, direct pull | | 30 45 39 32 28 24 |
| Brake levers | Avid AD-1.0 L, long pull | | |
| Crankset | | 110 mm bolt hole circle | |
| Bottom bracket | Shimano BB-UN52 | 73 x 110 | 29.2 lb. |
| Pedals | ICON SoleMate, clipless | 9/16" axle | 13.26 kg. |
| Cassette | Shimano HG50-l 11-30 | 8spd | |
| Chain | KAZ LR900 | 166, 140 length, 3/32" | |
| Front hub | Bontrager Comp I | , , , , , , , , , , , , , , , , , , , | |
| Front rim | Bontrager Maverick | 19mm Velox rimstrip | |
| | Primo Comet | 20 x 1.35 | |
| Rear hub | | HyperGlide cassette, 8/9spd, 13 | 5mm O.L.D. |
| Rear rim | Some age, Marchek | 19mm Velox rimstrip | |
| Rear tire Tubes | Primo Comet | 20 x 1.35 | |
| | DT 15G stainless | 24 anaka 2y Frant | 20 (2 D |
| - Language | DI 136 Stainless | | 28 spoke 3x Rear 179/186 rear (D/ND) |
| Saddle | Rans | 100 | 173/100 (ear (D/ND) |
| Additionals | 3 bottle mounts | | |
| Colors | Trek Red • Silver decal | | |
| | | | |
| | | | |
| | | | |
| Frame sizes | М | | |
| Handlebar width | 580 | | |
| Stem length | Adjustable | | |
| Stem angle | Adjustable | | |
| Crank length | 17Ó | | |
| Seatpost length | n/a | | |
| Steerer, mm | 158 | | |
| | | | |
| Fork length | 270 mm axle-crown race | | |
| Head angle Seat angle | 76 | | |
| water to proceed a painting of the | <u>n/a</u> 581 | | |
| MM Standover Seat tube | n/a | | |
| Head tube | 105 | | |
| Eff top tube | Adjustable | | |
| Reach | Adjustable | | |
| Chainstays | n/a | | |
| BB height | 603 | | |
| Offset | 38 | | |
| Trail | 23 | | |
| Wheelbase | 1117 | | |
| IN Standover | 22.9 | | |
| Seat tube | n/a | | |
| Head tube | 4.1 | | |
| Eff top tube | Adjustable | | |
| Reach | Adjustable | | |
| Chainstays | n/a | | |
| BB height | 23.7 | | |
| Offset Trail | 1.5 | | |
| Trail Wheelbase | 0.9 | | |
| Wheelbase | 44.0 | | |

Town and Country

Our Price: \$

| | | | | | <i>y</i> | |
|---------------------|---------------------|---------------------|---------------|---|---|--------------|
| Main tubes | Hi Tensile steel | | | THE RESIDENCE OF THE PROPERTY | *************************************** | 33 |
| Stays | Hi Tensile steel | | | | | 20 43 |
| Fork | Hi Tensile steel | | | | | |
| | HP-665 ST | | | 22.2/32.5/27.0, 35.5mm stack | | |
| | Cruiser, steel | | | 25.4mm clamp diameter | | |
| | Alloy | | | 22.2mm insertion | | |
| | Dual density with 0 | | | | | |
| Shifters | GripShift SRT-4.0 f | or Nexus | s, right only | | | |
| Front derailleur | | | | | | |
| Rear derailleur | | | | | | |
| Brakes | Shimano Revo coas | ster rear | | | | |
| Brake levers | D. L. C. DOT | | | 1 | | |
| Bottom bracket | Dotek, 33T | | | 1 piece | | |
| | Platform | | | 1/2" axle | | |
| Cassette | 20 | | | I/Z axie | | 35.8 lb. |
| | KMC 410 | | | 98 length, 1/8" | | 16.25 kg. |
| | Alloy, nutted | | | 20 length, 70 | | |
| Front rim | Alloy | | | Rubber rimstrip | | |
| Front tire | Whitewall | | | 26 x 2.125 | | |
| | Shimano Nexus 4 s | speed | | Internal 4 speed, Nutted front | & rear, 123 | 3.5mm O.L.D. |
| Rear rim | Allov | · J* | | Rubber rimstrip | | |
| Rear tire | Whitewall | | | 26 x 2.125 | | |
| | Schraeder valve | | | | | |
| Spokes | 14G stainless | | | 36 spoke 3x Front | 36 spoke | |
| | | | | 264 | 253/254 | rear (D/ND) |
| Saddle | Oasis webspring Cr | ruiser | | | | |
| Seatpost | Alloy | | | 25.6mm diameter | | |
| Seat binder | Quick release | | | | | |
| | Kickstand, chaingu | | | | | |
| Colors | Blue Moon • Black | decai | | | | |
| | | | | | | |
| | | | | | | |
| Frame sizes | 20 | 22 | 1714 | | | |
| Handlebar width | 20 700 | 23 700 | 17W 700 | | | |
| Stem length | | 80 | 80 | | | |
| Stem angle | | 25 | 25 | | | |
| Crank length | | 170 | 170 | | | |
| Seatpost length | | 350 | 350 | | | |
| Steerer, mm | 190 | 245 | 245 | | | |
| | | | | | | |
| Fork length | 365 mm a | axle-crow | n race | | | |
| Head angle | 69.5 | 69.5 | 69.5 | | | |
| Seat angle | | 7 <u>2.8</u> | 72.8 | | | 300000 · |
| MM Standover | | 727 | 526 | | | |
| Seat tube | 508 | 584 | 432 | | | |
| Head tube | 155 | 210 | 210 | | | |
| Eff top tube | | 630 | 560 | | | |
| Reach Chainstays | 631 450 | 678 450 | 608 450 | | | |
| BB height | | 450 2 7 5 | 450 275 | | | |
| Offset | 58 | 58 | 58 | | | |
| Trail | | 64 | 64 | | | |
| Wheelbase | | 1155 | 1080 | | | • |
| | | | | | | |
| IN Standover | 26.9 | 28.6 | 20.7 | | | |
| Seat tube | 20.0 | 23.0 | 17.0 | | | |
| Head tube | 6.1 | 8.3 | 8.3 | | | |
| Eff top tube | 23.0 | 24.8 | 22.0 | | | |
| Reach | 24.9 | 26.7 | 24.0 | | | |
| Chainstays | | 17.7 | 17.7 | | | |
| BB height | | 10.8 | 10.8 | | | |
| Offset Teau | 2.3 | 2.3 | 2.3 | | | |
| Trail | 2.5 | 2.5 | 2.5 | | | |
| Wheelbase | 43.5 | 45.5 | 42.5 | | | |

Our Price: \$

Cruiser Calypso

| | 9977993311079000410 g . 11111 | | ****** | | | | |
|--|---------------------------------------|------------|--------|---|--------------|----------------------------|-----------|
| Main tubes | Hi Tensile steel | _ | | | | 40 | 20 |
| Stays | | | | | | | |
| Fork | | | | | | 14 75 | |
| | VP H-75 | | | 22 2/22 E/270 25 5 | -41- | 16 66 | |
| Handlebars | Cruiser, steel | | | 22.2/32.5/27.0, 35.5mm 25.4mm clamp diameter | Stack | | |
| Stem | | | | 22.2mm insertion | | 18 58 | |
| Grips | 1 | h Caulona | no de | 22.2mm insertion | | 21 50 | |
| Shifters | | | | | | 24 44 | |
| Front derailleur | GripShift MRX-17 | o, right o | oniy | | | | |
| | Shimano Tourne | | | | | 28 37 | |
| Near deramedi Deskoe | Snimano lourne | y 1 Y Z Z | | | | | 88 |
| Drakes Brake levere | CS 852AT-1 cant | llever | | | | | |
| Crankset | Chang Star N38 | | | | | | |
| Bottom bracket | | 401 | | 1 piece | | | |
| Pedals | c p.ccc c pc | | | | | | |
| Cassette | 1 | | | 1/2" axle | | 34.6 lb. | |
| a comment of the second | | | | 6spd | | | |
| Chain Front hub | · · · · · · · · · · · · · · · · · · · | | | 108 length, 3/32" | | 15.71 kg. | |
| | | | | | | | |
| Front rim | | | | Rubber rimstrip | | | |
| Front tire | 1 | | | 26 x 2.125 | | | |
| Rear hub | 1 " | | | Threaded, 6 speed, Nutte | d front & re | ear, 126mm O.L <i>.</i> D. | |
| Rear rim | ,, a, | | | Rubber rimstrip | | | |
| Rear tire | | | | 26 x 2.125 | | | |
| Tubes | | | | | | | |
| Spokes | 14G stainless | | | 36 spoke 3x Front | | ooke 3x Rear | |
| | | | | 264 | 261/2 | 263 rear (D/ND) | |
| Saddle | 0 000 11 0 0 p 1 1 1 9 | Cruiser | | | | | |
| Seatpost | | | | 25.6mm diameter | | | |
| Seat binder | 1 ' | | | | | | |
| Additionals | | | | | | | |
| Colors | I minimor Diagna Tit | | | | | | |
| | Metal Flake Gree | n • White | decal | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| Frame sizes |] 20 | 23 | 17 W | | | | |
| Handlebar width | 700 | 700 | 700 | | | | |
| Stem length | 80 | 80 | 80 | | | | ļ |
| Stem angle | 25 | 25 | 25 | | | | |
| Crank length | 165 | 165 | 165 | | | | |
| Seatpost length | 350 | 350 | 350 | | | | |
| Steerer, mm | 190 | 245 | 245 | | | | |
| | | | | | | | |
| Fork length | | n axle-cro | | | | | |
| Head angle | 69.5 | 69.5 | 69.5 | | | | |
| Seat angle | 72.8 | 72.8 | 72.8 | | | | |
| MM Standover | 683 | 727 | 526 | | | | |
| Seat tube | 508 | 584 | 432 | | | | |
| Head tube | 155 | 210 | 210 | | | | ı |
| Eff top tube | 583 | 630 | 560 | | | | |
| Reach | 631 | 678 | 608 | | | | |
| Chainstays | 450 | 450 | 450 | | | | |
| BB height | 275 | 275 | 275 | | | | |
| Offset | 58 | 58 | 58 | | | | |
| Trail | 64 | 64 | 64 | | | | |
| Wheelbase | 1105 | 1155 | 1080 | | | | |
| | | | | | | | 4 |
| IN Standover | 26.9 | 28.6 | 20.7 | | | | |
| Seat tube | 20.0 | 23.0 | 17.0 | | | | |
| _ Head tube | 6.1 | 8.3 | 8.3 | | | | ł |
| Eff top tube | 23.0 | 24.8 | 22.0 | | | | |
| Reach | 24.9 | 26.7 | 24.0 | | | | |
| Chainstays | 17.7 | 17.7 | 17.7 | | | | |
| BB height | 10.8 | 10.8 | 10.8 | | | | |
| Offset | 2.3 | 2.3 | 2.3 | | | | |
| Trail | 2.5 | 2.5 | 2.5 | | | | |
| Wheelbase | 43.5 | 45.5 | 42.5 | | | | |

| Main tubes Stays Fork Headset Hi Tensile steel Hi Tensile | 40 58 |
|--|-----------------|
| Stays Fork Headset Headset Handlebars Stem Grips Shifters Front derailleur Rear derailleur | |
| Fork Headset Headset Handlebars Stem Grips Shifters Front derailleur Rear derailleur | 58 |
| Headset VP H-75 22.2/32.5/27.0, 35.5mm stack Handlebars Stem Grips Shifters Front derailleur Rear derailleur | |
| Handlebars Stem Grips Shifters Front derailleur Rear derailleur | |
| Stem Grips Cruiser Shifters Front derailleur Rear derailleur | |
| Grips Cruiser Shifters Front derailleur Rear derailleur | |
| Shifters Front derailleur Rear derailleur | |
| Front derailleur Rear derailleur | |
| Rear derailleur | |
| | |
| STAKES I Shimano coaster rear | ľ |
| A STATE OF THE STA | |
| Brake levers | |
| Crankset One piece type, 40T 1 piece | |
| Bottom bracket One-piece type | |
| Pedals Platform 1/2" axle 32.0 lb | . |
| Cassette 18 14.53 k | g. |
| Chain KMC 410 100 length, 1/8" | |
| | |
| Front rim Aluminum alloy Rubber rimstrip | |
| Front tire Whitewall 26 x 2,125 Rear hub Shimano coaster Nutted front. Coaster rear, 110mm 0.1.D. | |
| | |
| Rear tim Aluminum alloy Rubber rimstrip Rear tire Whitewall 26 x 2.125 | |
| 0.000.00000000000000000000000000000000 | |
| | |
| | |
| 264 260 rear (D/ND) Saddle Oasis Webspring Cruiser | |
| | |
| Seatpost Alloy 25.6mm diameter Seat binder | |
| Additionals Kickstand, chainguard | |
| Colors Ice Royal Blue • White decal | |
| Ice Red • White decal | |
| ice red - winte decai | |
| | |
| | |
| Frame sizes 20 23 17W | |
| Handlebar width 700 700 700 | |
| Stem length 80 80 80 | |
| Stem angle 25 25 25 | |
| Crank length 165 165 165 | |
| Seatpost length 350 350 350 | |
| Steerer, mm 190 245 245 | |
| | |
| Fork length 365 mm axle-crown race | |
| Head angle 69.5 69.5 69.5 | |
| Seat angle 72.8 <u>72.8 72.8</u> | |
| MM Standover 683 727 526 | |
| Seat tube 508 584 432 | |
| Head tube 155 210 210 | |
| Eff top tube 583 630 560 | |
| Reach 631 678 608 | |
| Chainstays 450 450 450 | |
| BB height 275 275 275 | ľ |
| Offset 58 58 58 | |
| Trail 64 64 64 | |
| Wheelbase 1105 1155 1080 | |
| | |
| IN Standover 26.9 28.6 20.7 | |
| Seat tube 20.0 23.0 17.0 | |
| Head tube 6.1 8.3 8.3 | |
| Eff top tube 23,0 24.8 22.0 | |
| Reach 24.9 26.7 24.0 | |
| Chainstays 17.7 17.7 17.7 | |
| BB height 10.8 10.8 | |
| Offset 2.3 2.3 2.3 | |
| Trail 2.5 2.5 2.5 | |
| Wheelbase 43.5 45.5 42.5 | |

| Our Price | e: \$ | | TR-30 |
|---|---|--|-----------------------|
| Stays Fork Headset Handlebars Stem Grips Brakes Brake levers Crankset Bottom bracket Pedals Cassette Chain Front hub Front rim Front tire Rear hub Rear rim Rear tire Tubes Spokes Saddle Seatpost Seat binder | 1-pc. Cro-Moly One-piece type Alloy BMX 16 KMC 410 Trek, alloy, 14mm axle Bontrager Bruiser Bontrager Revolt ST-2 Trek, alloy, 14mm axle Bontrager Bruiser Bontrager Bruiser Bontrager Bruiser Bontrager Revolt ST-2 Schraeder valve 14G UCP Bontrager FS10 BMX Alloy Alloy w/integral bolt Trek steel rear pegs | 25.4/34.0/30.0, 25.5mm st 22.2mm clamp diameter 31.7mm steerer clamp heigh 110 mm bolt hole circle 24 TPI 1/2" axle 90 length, 1/8" PVC rimstrip 20 x 2.125 Threaded, 1 speed, Nutted fi PVC rimstrip 20 x 1.95 4B spoke 4x Front 184 25.4mm diameter 28.6 clamp diameter | 25.6 lb. 11.62 kg. |
| Frame sizes Handlebar width Stem length Stem angle Crank length Seatpost length Steerer, mm | Pro 685 55 0 180 300 158 | | |
| Fork length Head angle Seat angle MM Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset | 286 mm axle-crown race 73.5 71.0 201 95 545 587 380 296 | | |
| Wheelbase IN Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase | 33 42 951 7.9 3.7 21.5 23.1 15.0 11.7 1.3 1.7 | | |

| | | | 44 |
|-----------------|---------------------------------------|---------------------------------|---------------------------------------|
| Main tubes | Hi Tensile steel w/Cro-Moly down tube | • | 16 55 |
| | High tensile steel | | IO 33 |
| Fork | 13/8" Cro-Moly | 25.4/34.0/30.0, 25.5mm stack | |
| Headset | Dia-Compe SE-1 Aheadset | 25.4/34.0/30.0, 25.511111 stack | |
| Handlebars | Trek Cro-Moly | 22.2mm clamp diameter | Į. |
| Stem | Trek Jaws BMX, direct connect | 31.7mm steerer clamp height | |
| Grips | Bontrager BMX | | |
| Brakes | C•Star 888AK, direct pull | | |
| Brake levers | | | |
| Crankset | Trek forged Cro-Moly | - · - | |
| Bottom bracket | One-piece type | 24 TPI | |
| Pedals | Alloy BMX | 1/2" axle | |
| Cassette | 16 | | 25.9 lb. |
| Chain | KMC 410 | 90 length, 1/8" | 11.76 kg. |
| Front hub | Trek, alloy | | |
| | Bontrager Bruiser | PVC rimstrip | |
| Front tire | Bontrager Revolt ST-2 | 20 x 2.125 | + S roar 110mm O L D |
| | Trek, alloy | Threaded, 1 speed, Nutted from | it & real, Hollin O.E.D. |
| Rear rim | Bontrager Bruiser | PVC rimstrip |) |
| Rear tire | Bontrager Revolt ST-2 | 20 x 1.95 | |
| Tubes | Schraeder valve | | 48 spoke 4x Rear |
| Spokes | 14G UCP | 48 spoke 4x Front | 183 rear (D/ND) |
| | ļ | 184 | 103 Teal (D/ND) |
| Saddle | Bontrager FS10 BMX | | |
| Seatpost | Steel | 25.4mm diameter | |
| Seat binder | | 28.6 clamp diameter | \ \ \ |
| Additionals | | | |
| Colors | Gloss White • Red decal | | |
| | Khaki Green/Gloss Black • Black/red | decal | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | |] |
| | | | Į |
| Frame sizes | | | |
| Handlebar width | | | \ |
| Stem length | 55 | | |
| Stem angle | | | 1 |
| Crank length | | | |
| Seatpost length | 300 | | |
| Steerer, mm | | | |
| | | | |
| Fork length | | | |
| Head angle | | | |
| Seat angle | | | |
| MM Standove | | | |
| Seat tube | | | \ |
| Head tub | | | |
| Eff top tube | | | \ |
| Reacl | | | |
| Chainstay | | | \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ |
| BB heigh | | | |
| Offse | | | |
| Tra | | | |
| Wheelbas | 951 | | |
| | | | |
| IN Standove | | | |
| Seat tub | | | |
| Head tub | | | |
| Eff top tub | | | |
| Reac | | | |
| Chainstay | | | |
| BB heigh | | | |
| Offse | | | |
| Tra | | | |
| Wheelbas | e 37.4 | | |

| | | | es ou as as |
|--|--|---|-------------------------------------|
| Main tubes Stays Fork | High tensile steel 1 3/8" blades | | 44 16 55 |
| Handlebars | | 21.2/32.5/26.4, 40.5mm stack 22.2mm clamp diameter | |
| Stem Grips Brakes | Bontrager BMX | 21.2mm insertion | |
| Brake levers Crankset | CS VL-211D | | |
| Bottom bracket Pedals | One-piece type Platform | 24 TPI 1/2" axle | |
| Cassette Chain Front hub | KMC 410 | 90 length, 1/8" | 26.1 lb. 11.85 kg. |
| Front rim Front tire | Bontrager Bruiser | PVC rimstrip 20 x 2.125 | |
| Rear hub Rear rim | Steel Bontrager Bruiser | Threaded, 1 speed, Nutted fron PVC rimstrip | t & rear, 110mm O.L.D. |
| Rear tire Tubes Spokes | Bontrager Revolt ST-2 Schraeder valve | 20 x 1.95 | 26 4 5 |
| spokes Saddle | 14G UCP Bontrager FS10 BMX | 36 spoke 4x Front 186 | 36 spoke 4x Rear 183 rear (D/ND) |
| Seatpost Seat binder | Steel Alloy w/integral bolt | 25.4mm diameter 28.6 clamp diameter | |
| Additionals Colors | Gloss Black • Red/khaki decal Gloss White/Metal Flake 8lue • Blac | k/blue decal | |
| | | | |
| Frame sizes Handlebar width | Expert 685 | | |
| Stem length Stem angle | 55 0 | | |
| Crank length Seatpost length Steerer, mm | 175 300 133 | | |
| Fork length Head angle Seat angle | 286 mm axle-crown race 73.5 71.0 | | |
| MM Standover Seat tube | 256 | | |
| Head tube Eff top tube Reach | 95 525 572 | | |
| Chainstays BB height | 380 296 | | |
| Offset Trail | 33 42 | | |
| Wheelbase IN Standover | 932 | | |
| Seat tube Head tube | 10.1 3.7 | | |
| Eff top tube Reach Chainstage | 20.7 22.5 | | |
| Chainstays BB height Offset | 15.0 11.7 1.3 | | |
| Trail Wheelbase | 1.7 36.7 | | |

| | | | | 100011111111111111111111111111111111111 |
|---------------------------|----------------------------------|-----------------|----------------------------|---|
| Main tubes | Alpha aluminum | | 3004 | 44 |
| | Alpha aluminum | | | 16 55 |
| Fork | Cro-Moly, 1 3/8" | | | |
| | Dia-Compe SE-1 Ahea | adset | 25.4/34.0/30.0, 25.5mr | m stack |
| | Trek Cro-Moly | | 22.2mm clamp diamete | |
| Stem | Trek Jaws BMX, dire | ct connect | 31.7mm steerer clamp h | |
| | Bontrager | | , | |
| | CS VB888AK, direct | pull | | |
| Brake levers | CS VL-211D | • | | |
| | 1-pc. Cro-Moly, 1 pc. | | | |
| Bottom bracket | One-piece type | | 24 TPI | |
| | Alloy 8MX | | 1/2" axle | |
| Cassette | | | | 24.8 lb. |
| | KMC 410 | | 92 length, 1/8" | 11.26 kg. |
| | Trek, alloy | | DVC at a tale | 11,25 1,97 |
| | Bontrager Bruiser | 2 | PVC rimstrip 20 x 2.125 | |
| Front tire | Bontrager Revolt ST | -2 | | ed front & rear, 110mm O.L.D. |
| | Trek, alloy Bontrager Bruiser | | PVC rimstrip | ed Hollt & Teal, Hollin O.E.D. |
| | Bontrager Revolt ST | .2 | 20 x 1.95 | |
| | Schraeder valve | _ | 20 X 1.75 | |
| | | | 36 spoke 4x Front | 36 spoke 4x Rear |
| | 140 001 | | 184 | 1B3 rear (D/ND) |
| Saddle | Bontrager FS10 BMX | | | |
| | Bontrager Comp | | 27.2mm diameter | |
| | Alloy w/integral bolt | | 35,0 clamp diameter | |
| Additionals | , | | | |
| Colors | Trek Red/Gloss Blac | k • Black/white | decal | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| Frame sizes | Pro XL | | | |
| Handlebar width | 685 | | | |
| Stem length | | | | |
| Stem angle | Ō | | | |
| Crank length | 180 | | | |
| Seatpost length | 300 | | | |
| Steerer, mm | 175 | | | |
| 619666666 | | | | |
| Fork length | | de-crown race | | |
| . Head angle | 74.0 | | | |
| Seat angle MM Standover | 71,0 | | | |
| MM Standover Seat tube | 275 | | | |
| Head tube | 115 | | | |
| Eff top tube | 566 | | | |
| Reach | 608 | | | |
| Chainstays | 381 | | | |
| BB height | 306 | | | |
| Offset | 33 | | | |
| Trail | 40 | | | |
| Wheelbase | 980 | | | |
| | ? 9 | | | <u> </u> |
| IN Standover | | | | |
| Seat tube | 10.8 | | | |
| Head tube | 4.5 | | | |
| Eff top tube Reach | 22.3 23.9 | | | |
| Reach Chainstays | 15.0 | | | |
| BB height | | | | |
| Offset | | | | |
| Trail | | | | |
| Wheelbase | | | | |

| Majo tubos | Alpha aluminum | | |
|---|--|-------------------------|------------------------------|
| imaiii tubes Stave | Alpha aluminum Alpha aluminum | | 44 |
| Diays Fact | 1 3/8" blades | | 16 55 |
| nivi tashcaH | Dia-Compe SE-1 Aheadset | 35 4/34 0/30 0 35 5 | -41 |
| Handlahare | Trek BMX Cro-Moly | 25.4/34.0/30.0, 25.5mm | Stack |
| Stam | Trek Jaws 8MX, direct connect | 22.2mm clamp diameter | : |
| Grine | Bontrager BMX | 31.7mm steerer clamp he | ignt |
| Rrakos | CS VB888AK, direct pull | | |
| Brake levers | CS V1-211D | | |
| Crankset | 1-pc. Cro-Moly, 12 pc. | | |
| Bottom bracket | One-piece type | 24 TPI | |
| Pedals | Alloy BMX | 1/2" axle | |
| Cassette | 16 | 1/2 8/16 | [2- 1] |
| | KMC 410 | 92 length, 1/8" | 25.6 lb. |
| Front hub | Trek, alloy | JE letigtii, 1/0 | 11.62 kg. |
| Front rim | Bontrager Bruiser | PVC rimstrip | |
| Front tire | Bontrager Revolt ST-2 | 20 x 2.125 | |
| Rear hub | Trek, alloy | | d front & rear, 110mm O.L.D. |
| Rear rim | Bontrager Bruiser | PVC rimstrip | a real, from the old. |
| Rear tire | Bontrager Revolt ST-2 | 20 x 1.95 | 1 |
| Tubes | Schraeder valve | | |
| Spakes | 14G UCP | 36 spoke 4x Front | 36 spoke 4x Rear |
| | | 185 | 183 rear (D/ND) |
| Saddle | Bontrager FS10 BMX | | , |
| Seatpost | Alloy | 27.2mm diameter | |
| Seat binder | Alloy w/integral bolt | 35.0 clamp diameter | |
| Additionals | | | |
| Colors | Gloss White/Metal Flake Blue • Whit | | |
| | Bright Green/Gloss Black • Black/w | hite decal | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| Frame sizes | B | | |
| Handlebar width | Pro | | |
| Stem length | 685 | | |
| Stem angle | 55 0 | | |
| Crank length | 180 | | |
| Seatpost length | 300 | | |
| Steerer, mm | 175 | | |
| | 175 | | |
| Fork length | 335 mm axle-crown race | | |
| Head angle | 74.0 | | |
| Seat angle | 71.0 | | |
| MM Standover | | | |
| | | | |
| Seat tube | | | |
| | 274 | | |
| Seat tube | 274 115 | | |
| Seat tube Head tube | 274 115 545 | | |
| Seat tube Head tube Eff top tube Reach | 274 115 545 587 | | |
| Seat tube Head tube Eff top tube | 274 115 545 587 381 | | |
| Seat tube Head tube Eff top tube Reach Chainstays | 274 115 545 587 381 306 | | |
| Seat tube Head tube Eff top tube Reach Chainstays BB height | 274 115 545 587 381 | | |
| Seat tube Head tube Eff top tube Reach Chainstays BB height Offset | 274 115 545 587 381 306 33 | | |
| Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase | 274 115 545 587 381 306 33 40 | | |
| Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase | 274 115 545 587 381 306 33 40 960 | | |
| Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube | 274 115 545 587 381 306 33 40 960 | | |
| Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube | 274 115 545 587 381 306 33 40 960 | | |
| Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube | 274 115 545 587 381 306 33 40 960 | | |
| Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube Reach | 274 115 545 587 381 306 33 40 960 10.8 4.5 21.5 23.1 | | |
| Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube Reach Chainstays | 274 115 545 587 381 306 33 40 960 10.8 4.5 21.5 23.1 | | |
| Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube Reach Chainstays BB height | 274 115 545 587 381 306 33 40 960 10.8 4.5 21.5 23.1 15.0 12.0 | | |
| Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset | 274 115 545 587 381 306 33 40 960 10.8 4.5 21.5 23.1 15.0 12.0 | | |
| Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase IN Standover Seat tube Head tube Eff top tube Reach Chainstays BB height | 274 115 545 587 381 306 33 40 960 10.8 4.5 21.5 23.1 15.0 12.0 | | |

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|--|--|---------------------------------|--|
| | THE STATE OF THE S | | 4.4 |
| | Hi Tensile steel | | 44 |
| Stays | High tensile steel | | 16 55 |
| Fork | 1 3/8" tapered | | 13 13 13 |
| Headset | VP H775 | 21.2/32.5/26.4, 40.5mm stack | |
| Handlebars | Trek Freestyle | 22,2mm clamp diameter | |
| Stem | Trek Jaws BMX | 21.2mm insertion | |
| | Bontrager | E (,E IIIII III S CI LIOII | |
| | | | |
| | Tektro 984AFS | | |
| Brake levers | | | |
| Crankset | One-piece type, Trek forged | | |
| Bottom bracket | One-piece type | 24 TPI | |
| Pedals | Platform, alloy | 1/2" axle | |
| Cassette | 16 | | |
| Chain | KMC 410 | 88 length, 1/8" | 26,8 lb. |
| Front hub | | · · · | 12.17 kg. |
| | Aluminum alloy | PVC rimstrip | |
| | LHR Freestyle | 20 x 1.95 | |
| | | Threaded, 1 speed, Nutted front | S room 110mm O.L.D. |
| Rear hub | | | a real, Hollill O.L.D. |
| | Aluminum alloy | PVC rimstrip | |
| | LHR Freestyle | 20 x 1.95 | |
| | Schraeder valve | | |
| Spokes | 14G UCP | | 48 spoke 4x Rear |
| | | 185 | 184 rear (D/ND) |
| Saddle | Trek Freestyle | | |
| Seatpost | Steel | 25.4mm diameter | |
| | Alloy w/integral bolt | 28.6 clamp diameter | |
| Additionals | SST rotor, rear pegs | Loto clamp diameter | |
| Colors | | | |
| CUIUIS | | | |
| | Deep Blue • Black/red decal | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| Frame sizes | Street | | |
| Handlebar width | 685 | | |
| Stem length | 55 | | |
| Stem angle | 0 | | |
| | | | |
| Crank length | 175 | | |
| Seatpost length | 300 | | |
| Steerer, mm | 146 | | |
| | | | |
| Fork length | 280 mm axle-crown race | | |
| Head angle | 75.0 | | |
| Seat angle | 74.0 | | |
| MM Standover | | | |
| Seat tube | 229 | | |
| Head tube | 104 | | |
| Eff top tube | 514 | | |
| Reach | 561 | | |
| Chainstays | 381 | | |
| | | | |
| BB height | 297 | | |
| - Offset | 33 | | |
| Trail | 35 | | |
| Wheelbase | 919 | | |
| | | | |
| IN Standover | | | |
| Seat tube | 9.0 | | |
| Head tube | 4.1 | | |
| Eff top tube | 20.2 | | |
| Reach | 22.1 | | |
| Chainstays | 15.0 | | |
| BB height | 11.7 | | |
| Offset | | | |
| | 1.3 | | |
| Trail | 1.4 | | |
| Wheelbase | 36.2 | | |
| ** ** ** ** ** ** ** ** ** ** ** ** ** | | | |

| | The second of th | | |
|------------------------------------|--|---|-------------------------------------|
| Main tuhos | Cro-Moly downtube | | |
| Stave | High tensile steel | | 44 |
| Fork | Cro-Moly 1 3/8" blades | | 16 55 |
| Headset | Dia-Compe SE-1 Aheadset | 3E 4/34 0/30 0 3E E | |
| Handlebars | Freestyle | 25.4/34.0/30.0, 25.5mm stack 22.2mm clamp diameter | |
| Stem | Trek Jaws BMX, direct connect | 31.7mm steerer clamp height | |
| Grips | Bontrager | Sist min steerer clamp neight | |
| Brakes | CS 932A U-brake | | |
| Brake levers | CS VL-211D | | |
| Crankset | 1-pc, Cro-Moly, 1 pc. | | |
| Bottom bracket | One-piece type | 24 TPI | |
| Pedals | Alloy BMX | 1/2" axle | |
| Cassette | | | 26.4 lb. |
| _ Chain | KMC 410 | 90 length, 1/8" | 11.99 kg. |
| Front hub | Trek, alloy | | 1, ng. |
| rront rim | Aluminum alloy | PVC rimstrip | |
| Profit tire | LHR Freestyle | 20 x 1.95 | |
| Rear rim | Trek, alloy, 14mm axle | Threaded, 1 speed, Nutted from | t & rear, 110mm O.L.D. |
| Rear tire | i name and | PVC rimstrip | |
| | Schraeder valve | 20 x 1.95 | } |
| | 14G UCP | 49 spoke 4y Front | 40 1 - 4 - 5 - |
| | 140 001 | | 48 spoke 4x Rear 183 rear (D/ND) |
| Saddle | Trek Freestyle | 104 | 103 (Eq. (D/ND) |
| Seatpost | Steel | 25.4mm diameter | |
| Seat binder | Alloy w/integral bolt | 28.6 clamp diameter | J |
| Additionals | SST rotor, Trek pegs front and rear | ==ro oramp arameter | |
| Colors | Black Gold • Cream/red decal | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| Frame sizes | A : | | |
| Handlebar width | Air 685 | | |
| Stem length | 55 | | |
| Stem angle | 0 | | |
| Crank length | 180 | | |
| Seatpost length | 300 | | |
| Steerer, mm | 167 | | |
| | | | |
| Fork length | 280 mm axle-crown race | | |
| Head angle | 75.0 | | |
| Seat angle | 73.0 | | |
| MM Standover | | | |
| Seat tube | 229 | | |
| Head tube | 104 | | |
| Eff top tube Reach | 538 | | |
| Reach Chainstays | 581 | | l |
| BB height | 381 297 | | |
| Offset | 33 | | |
| Trail | 35 | | |
| Wheelbase | 935 | | |
| | | | |
| IN Standover | | | |
| Seat tube | 9.0 | | |
| Head tube | 4.1 | | |
| Eff top tube | 21.2 | | |
| Reach | 22.9 | | |
| Chainstays | 15.0 | | |
| BB height | 11.7 | | |
| Offset | 1.3 | | |
| Trail | 1.4 | | |
| Wheelbase | 36.8 | | |

| Handlebars Stem Grips Brakes Brake levers Crankset Bottom bracket Pedals Cassette | Cro-Moly steel Cro-Moly, 1 3/8" blades Dia-Compe SST-FS Aheadset Trek freestyle Cro-Moly Trek Jaws BMX, direct connect Bontrager dual density CS 932A U-brake CS VL-211D 1-pc. Cro-Moly, alloy 44T chainring One-piece type Platform, alloy 16 KMC 410 | 25.4/34.0/30.0, 25.5mm stack 22.2mm clamp diameter 31.7mm steerer clamp height 1 piece 24 TPI 1/2" axle 90 length, 1/8" | 26.2 lb. 11.89 kg. |
|---|--|---|-----------------------|
| Front rim Front tire Rear hub Rear rim Rear tire Tubes Spokes | Alex Alpha LHR Freestyle Schraeder valve | | B spoke 4x Rear |
| Saddle Seatpost Seat binder Additionals Colors | Alloy micro-adjust | 183 18 25.4mm diameter 28.6 clamp diameter | 32 rear (D/ND) |
| Frame sizes Handlebar width Stem length Stem angle Crank length Seatpost length Steerer, mm | Air 685 55 0 180 300 167 | | |
| Fork length Head angle Seat angle | 280 mm axle-crown race 75.0 73.0 | | |
| MM Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase | 229 104 538 581 381 297 33 35 | | |
| IN Standover Seat tube Head tube Eff top tube Reach Chainstays BB height Offset Trail Wheelbase | 9.0 4.1 21.2 22.9 15.0 11.7 1.3 1.4 36.8 | | |

| | | | an kanadak ta |
|-------------------------------------|--|--------------------------------------|--------------------|
| Main tubes | Hi Tensile steel | | 24 34 42 |
| Stays | | | |
| Fork | | 52mm travel | 13 44 62 76 |
| Rear shock | Aintec A8-7000 | 30mm stroke, 50 mm rear wheel travel | 15 38 54 66 |
| | | 125mm eye to eye, 22/23mm ends | 17 33 47 58 |
| Headset | | 25.4/34.0/30.0, 33.5mm stack | |
| Handlebars | Ottoon S Sena, Tonnin 1136 | 25.4mm clamp diameter | |
| Stem | · · · · = | 25.4mm insertion | 22 26 37 45 |
| Grips | | | 25 23 32 40 |
| Shifters | 0.1. 222 | | 28 20 29 35 |
| Front derailleur Rear derailleur | - The state of the | Top pull, 28.6 mm/ 1 1/8" | 20 20 29 33 |
| Real deranieur Brakes | | | |
| Brake levers | | | |
| Crankset | SR XR17G 42/34/24 | Riveted | |
| Bottom bracket | VP-B33W | 68 | 34.1 lb. |
| Pedals | | 9/16" axle | 15.48 kg. |
| Cassette | HG72 13-28 | 7spd | |
| Chain | KMC Z-51 | 102 length, 3/32" | |
| Front hub | Alloy, nutted | | |
| Front rim | | PVC rimstrip | |
| Front tire | | 24 x 2.1 | |
| Rear hub | | HyperGlide cassette, 7spd, 135mm O.L | .D. |
| Rear rim | | PVC rimstrip | |
| Rear tire | | 24 x 1.95 | |
| Tubes Spokes | | 22 | |
| Spokes | 14G OCP | | ke 3x Rear |
| Saddle | Padded | 241 239/24 | O rear (D/ND) |
| Seatpost | | 27.2mm diameter | |
| Seat binder | | Z7.Ziiiii diametei | |
| Additionals | | | |
| Colors | Team White/Pearl Blue / White fork • | 8lack/white/red decal | |
| | | | |
| Handa anasa | _ | | |
| Frame sizes Handlebar width | S | | |
| Stem length | 580 | | ľ |
| Stem angle | 50 15 | | |
| Crank length | 162 | | |
| Seatpost length | 300 | | |
| Steerer, mm | 134 | | |
| Rear shock # | 650 | | |
| Fork length | 428 mm axle-crown race | | |
| Head angle | 70.0 | | |
| Seat angle | 71.5 | | |
| MM Standover | 202 | | |
| Seat tube | 380 | | |
| Head tube Eff top tube | 100 529 | | ł |
| Reach | 555 | | |
| Chainstays | 400 | | |
| BB height | 304 | | |
| Offset | 38 | | |
| Trail | 70 | | |
| Wheelbase | 993 | | |
| | - OSMAN MARKET AND A STATE OF THE STATE OF T | | |
| IN Standover | | | |
| Seat tube | 15.0 | | |
| Head tube Eff top tube | 3.9 | | |
| Reach | 20.8 21.8 | | |
| Chainstays | 21.8 15.7 | | |
| BB height | 12.0 | | |
| Offset | 1.5 | | |
| Trail | 2.7 | | |
| Wheelbase | 39.1 | | |
| var. amerikan seperbisi Kradesia L | | | |

| Main tubes | Alata - Iliani | -MANAS - | 24 34 42 |
|--|--|------------------------------------|---------------------|
| | | | |
| | Alpha aluminum | 52 11 | 13 44 62 76 |
| | Sync 288 | 52mm travel | 15 38 54 66 |
| | VP H992W | 25.4/34.0/30.0, 34.5mm stack | |
| | Steel, 40mm rise | 25.4mm clamp diameter | 1 7 33 47 58 |
| Stem | | 25.4mm insertion | 19 30 42 52 |
| | Kraton | | 22 26 37 45 |
| Shifters | | | |
| Front derailleur | | Top pull, 31.8 mm/ 1 1/4" | 25 23 32 40 |
| | Shimano Tourney TY30 | | 28 20 29 35 |
| Brakes | CS V8888AK, direct pull | | |
| Brake levers | | | |
| Crankset | SR XR-17 42/34/24 | Riveted | |
| Bottom bracket | | 68 | |
| | Platform | 9/16" axle | 29.7 lb. |
| | HG72 13-28 | 7spd | 13.48 kg. |
| | KMC Z-51 | 102 length, 3/32" | |
| Front hub | | | |
| Front rim | | PVC rimstrip | |
| Front tire | Bontrager Revolt ST-2 | 24 x 2.1 | |
| Rear hub | | HyperGlide cassette, 7spd, 135 | mm O.L.D. |
| Rear rim | | PVC rimstrip | |
| | Bontrager Revolt ST-2 | 24 x 1.95 | |
| Tubes | Schraeder valve | | |
| Spokes | 14G UCP | 32 spoke 3x Front | 32 spoke 3x Rear |
| | | 241 | 239/240 rear (D/ND) |
| Saddle | Padded | | |
| Seatpost | Alloy micro-adjust | 27.2mm diameter | |
| Seat binder | Quick release | | |
| Additionals | Rear derailleur guard | | |
| Colors | | e fork • Red/black/blue/white deca | ıl L |
| | | | |
| | | | |
| | | | |
| | | | |
| Frame sizes | 13 | | |
| Handlebar width | 580 | | |
| Stem length | 50 | | |
| Stem angle | 15 | | |
| Crank length | 162 | | |
| Seatpost length | 300 | | |
| Steerer, mm | 125 | | |
| | 123 | | |
| Fork length | 388 mm axle-crown race | | |
| Head angle | 70.0 | | |
| Seat angle | 72.0 | | |
| a la la companya da l | 615 | | |
| MM Standover Seat tube | 335 | | |
| Head tube | 90 | | |
| Eff top tube | 529 | • | |
| Reach | 554 | | |
| Chainstays | 407 | | |
| BB height | 273 | | |
| Offset | 38 | | |
| Trail | 70 | | |
| Wheelbase | 988 | | |
| Wileelbase | 900 | | |
| IN Standover | 24.2 | | |
| | | | |
| Seat tube | 13.2 | | |
| Head tube | 3.5 | | |
| Eff top tube | 20.8 | | |
| Reach | 21.8 | | |
| Chainstays | 16.0 | | |
| BB height | 10.7 | | |
| Offset | 1.5 | | l l |
| Trail. | 2.7 | | |
| Wheelbase | 38.9 | | |
| A CONTRACTOR OF THE PROPERTY O | The state of the s | | |

| | Secretarion de la companya del companya de la companya del companya de la company | | |
|--|--|-------------------------------------|---------------------|
| Main tubes | Cro-Moly seat tube | | 24 34 42 |
| Stavs | Hi Tensile steel | | |
| Fork | Hi Tensile steel | | 13 44 62 76 |
| Headset | VP H992W | 25.4/34.0/30.0, 34.5mm stack | 15 38 54 66 |
| Handlebars | Steel, 5° bend, 40mm rise | 25.4mm clamp diameter | 1 7 33 47 58 |
| Stem | ATB | 25.4mm insertion | |
| Grips | Kraton | | 19 30 42 52 |
| Shifters | SR 225 | | 22 26 37 45 |
| Front derailleur | | Top pull, (W-down), 31.8 mm/ 1 1/4" | 25 23 32 40 |
| Real derameur | Shimano Tourney TY30 | | 28 20 29 35 |
| Brake levers | CS VB888AK, direct pull | | Z G ZU Z 35 |
| | CS VL-313D SR XR-17 42/34/24 | Divista | |
| Bottom bracket | VD-833W | Riveted 68 | |
| Pedals | | 9/16" axle | |
| Cassette | , | 7spd | 31.9 lb. |
| Chain | KMC Z-51 | 102 length, 3/32" | 14.48 kg. |
| Front hub | Alloy, nutted | 101 1011g(11) 0/02 | |
| Front rim | Alloy | PVC rimstrip | |
| Front tire | Bontage Revolt 5 E | 24 x 2.1 | |
| Rear hub | | HyperGlide cassette, 7spd, 135mm | O.L.D. |
| Rear rim | Alloy | PVC rimstrip | |
| Rear tire | Bontrager Revolt ST-2 | 24 x 1.95 | |
| Spokes | Schraeder valve | | ĺ |
| Spukes | 14G UCP | | spoke 3x Rear |
| Saddle | Padded | 241 239 | 9/240 rear (D/ND) |
| Seatpost | Alloy micro-adjust | 27,2mm diameter | |
| Seat binder | Quick release | Zr.Ziiiii diametei | ł |
| Additionals | Rear derailleur guard, kickstand | | |
| Colors | Gloss Black/Trek Red • Red/black | /white decal (B) | |
| | lce Royal Blue • red/white/blue de | ecal (B) | |
| | Raspberry • White/silver decal (G) |) | } |
| | Teal/ Light Teal fade • Teal/light te | eal/white decal (G) | |
| | ice Grape Purple • Teal/grey/white | e decal (G) | |
| Frame sizes Handlebar width | 13B 13G | | |
| Stem length | 580 580 | | |
| Stem angle | 50 50 15 15 | | |
| Crank length | 162 162 | | |
| Seatpost length | 300 250 | | |
| Steerer, mm | 125 125 | | |
| | | | |
| Fork length | 377 mm axle-crown race | | |
| Head angle | 70.0 70.0 | | |
| Seat angle | 72.0 7 <u>2.</u> 0 | | |
| MM Standover | 606 550 | | |
| L Seat tube Head tube | 335 335 | | |
| Eff top tube | 90 90 524 524 | | |
| Reach | 524 524 549 549 | | |
| Chainstays | 405 405 | | |
| BB height | 273 273 | | |
| Offset | 45 45 | | |
| Trail | 6 2 62 | | |
| Wheelbase | 983 983 | | |
| | — —— —————— | | |
| IN Standover | 23.9 21.7 | | l: |
| Seat tube Head tube | 13.2 13.2 | | |
| Eff top tube | 3.5 3.5 20.6 20.6 | | I |
| Reach | 20.6 20.6 21.6 21.6 | | I |
| Chainstays | 15.9 15.9 | | |
| BB height | 10.7 10.7 | | |
| Offset | 1.8 1.8 | | |
| Trail | 2.5 2. 5 | | |
| Wheelbase | 38.7 38.7 | | |
| randa sadara da responsa de esperante de esperante de la compansión de la compansión de la compansión de la co | | | |

| Main tubes | Hi Tensile steel | | 38 |
|-----------------------------|--|--------------------------------|---------------------------------------|
| Stays | | | |
| Fork | Hi Tensile steel | | 14 55 |
| Headset | | 25.4/34.0/30.0, 34.5mm stack | , 16 48 |
| Handlebars | Steel, 5° bend, 40mm rise | 25.4mm clamp diameter | ` 18 42 |
| Stem | ATB | 25.4mm insertion | |
| Grips | Kraton | 25.411111 111361 (1011 | 21 36 |
| Shifters | SR 225, right only | | 24 32 |
| Front derailleur | Six EES, right only | | 28 27 |
| Rear derailleur | Shimano Tourney TY22 | | 20 21 |
| Brakes | | | |
| Brake levers | | | |
| Crankset | 00 1 = 0.1-2 | Riveted | |
| Bottom bracket | VP-B33W | 68 | |
| Pedals | Platform | 9/16" axle | 260 (6 |
| Cassette | | 6spd | 26.0 lb. |
| Chain | | 100 length, 3/32" | 11.80 kg. |
| Front hub | Alloy, nutted | 100 tengen, 0,02 | |
| Front rim | | PVC rimstrip | |
| Front tire | · ··-··· | 20 x 2.1 | |
| Rear hub | · · · · · · · · · · · · · · · - | Threaded, 6 speed, Nutted from | nt & rear, 135mm O.L.D. |
| Rear rim | · ···· - // · · | PVC rimstrip | and any restriction of the service of |
| Rear tire | · ··-··· | 20 x 1.95 | |
| Tubes | | 20 X 1170 | |
| Spokes | 14G UCP | 32 spoke 3x Front | 32 spoke 3x Rear |
| | 140 001 | 192 | 189/191 rear (D/ND) |
| Saddle | Padded | 172 | 103/1311cal (B/115) |
| Seatpost | | 27.2mm diameter | |
| Seat binder | | | |
| Additionals | | g guards, kickstand | |
| Calors | Pearl Blue to Team White fade • Red/b | | |
| | Metallic Teal • Purple/black/white dec | | |
| | Ice Pink • Purple/black/white decal (G | | |
| | The try mine of a provide a country mine a country | , | |
| | | | |
| Frame sizes | 12B 12G | | |
| Handlebar width | 580 580 | | |
| Stem length | 50 50 | | |
| Stem angle | 15 15 | | |
| Crank length | 140 140 | | |
| Seatpost length | 300 250 | | |
| Steerer, mm | 125 125 | | |
| | | | |
| Fork length | 320 mm axle-crown race | | |
| Head angle | 70.0 70.0 | | |
| Seat angle | 72.0 72.0 | | |
| MM Standover | 562 505 | | |
| Seat tube | 305 305 | | l |
| Head tube | 95 95 | | |
| Eff top tube | 419 419 | | l |
| Reach | 444 444 | | l |
| Chainstays | 355 355 | | l |
| BB height | 250 250 | | l |
| Offset | 42 42 | | l |
| Trail | 49 49 | | l |
| Wheelbase | 832 832 | | l |
| Control Make September 1995 | | | |
| IN Standover | 22.1 19.9 | | |
| Seat tube | 12.0 12.0 | | l |
| Head tube | 3.7 3.7 | | l |
| Eff top tube | 16.5 16.5 | | l |
| Reach | 17.5 17.5 | | l |
| Chainstays | 14.0 14.0 | | l |
| BB height | 9.8 9.8 | | |
| Offset | 1.7 1.7 | | |
| Trail | 1.9 1.9 | | |
| Wheelbase | 32.8 32.8 | | |
| | 1 | | |

| | <u> </u> | opposite profesion service conservations. | | | | |
|--------------------------------|--------------------------------------|---|-------------|--------------------------|-------------------|-----------|
| Main tubes | Hi Tensile steel | | | | | 36 |
| Stays | Hi Tensile steel | | | | | |
| Fork | Hi Tensile steel | | | | | 19 38 |
| Headset | VP H732 | | | 22.2/30.0/27.0, 35.0m | m stack | |
| Handlebars | | | | 22.2mm clamp diamet | er | |
| Stem | Trek Jaws BMX | | | 22.2mm insertion | | |
| Grips Protos | Trek Paw Print | VD00011 | | | | |
| Brake levere | Coaster with CS | VB888AK, (| direct pull | rear | | j |
| Crankset | CS VL-313D, righ One-piece type, | t only | | 1 minon | | |
| Bottom bracket | One-piece type, | 301 | | 1 piece | | |
| Pedals | Platform | | | 1/2" axle | | 28.6 lb. |
| Cassette | 19 | | | I/E UNIC | | 12.98 kg. |
| Chain | KMC 410 | | | 86 length, 1/8" | | |
| Front hub | | | | - · | | |
| Front rim | | | | PVC rimstrip | | |
| Prontine Describe | Trek Paw | | | 20 x 2.0 | | |
| Rear rim | Coaster brake | | | Nutted front, Coaster r | ear, 110mm O.L.D. | |
| Reartire | Trek Paw | | | PVC rimstrip 20 x 2.0 | | |
| Tubes | Schraeder valve | | | 20 X 2.0 | | |
| Spokes | 14G UCP | | | 32 spoke 3x Front | 32 spoke 3 | Ry Pear |
| | | | | 189 | 185 rear ([| |
| Saddle | Trek Paw design | | | | | |
| Seatpost | Steel | | | 22.2mm diameter | | ł |
| Seat binder | Alloy w/integral | bolt | | 25.4 clamp diameter | | |
| Additionals Colors | Chainguard, kick | stand, and p | ads | (7) | | |
| COIGI 3 | ice Royal Blue • ice Red • Black/ | | | (B) | | |
| | Ice Pink • Purple | | | | | |
| | Vivid Purple • Te | al/purple/wh | ite decal (| .e) | | } |
| | | , p = . p / = , | | , | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| Frame sizes Handlebar width | 9.5B | 9.5G | | | | 1 |
| Stem length | 550 50 | 550 | | | | |
| Stem angle | 0 | 50 0 | | | | |
| Crank length | 140 | 140 | | | | |
| Seatpost length | 255 | 255 | | | | |
| Steerer, mm | 123 | 123 | | | | |
| | | | | | | ĺ |
| Fork length | | n axle-crown | гасе | | | |
| Head angle | 69.0 | 69.0 | | | | |
| Seat angle MM Standover | 71.0 | 71.0 | | | | |
| MM Standover Seat tube | 507 243 | 467 243 | | | | |
| Head tube | 90 | 90 | | | | } |
| Eff top tube | 468 | 468 | | | | |
| Reach | 50B | 508 | | | | |
| Chainstays | 372 | 372 | | | | |
| BB height | 255 | 255 | | | | |
| Offset | 27 | 27 | | | | |
| Trail | 70 | 70 | | | | |
| Wheelbase | 883 | B 33 | | | | |
| IN Standover | 20.0 | 18.4 | | | | |
| Seat tube | 9.6 | 9.6 | | | | |
| Head tube | 3.5 | 3.5 | | | | |
| Eff top tube | 18.4 | 18.4 | | | | |
| Reach | 20.0 | 20.0 | | | | |
| Chainstays | 14.6 | 14.6 | | | | |
| BB height | 10.0 | 10.0 | | | | |
| Offset Trail | 1.1 2.8 | 1.1 2.8 | | | | |
| Wheelbase | 2.8 34.8 | 2.8 32.8 | | | | |
| 515450 | 24.0 | JE.U | | | | |

| Main tubes | III: Tanada ataut | | ***** | 32 |
|--|-------------------|------------------------|--------------------------------|------------------|
| ATTACABLE VALUE AND THE REPORT OF THE PROPERTY | | | | |
| Stays | | | | 19 26 |
| FUIA | Hi Tensile steel | | | |
| | VP H732 | | 22.2/30.0/27.0, 35.0mm sta | ick |
| Handlebars | Steel BMX, 130n | nm rise | 22.2mm clamp diameter | |
| Stem | 4 bolt BMX, allo | y top | 22.2mm insertion | |
| Grips | Trek Paw design | | | |
| Brakes | Coaster w/ Vang | uard cantilever rear | | |
| Brake levers | Vanguard, right | only | | |
| Crankset | One-piece type, | 32T | 1 piece | |
| Bottom bracket | One-piece type | | 24 TPI | 25.3 fb. |
| Pedals | Platform | | 1/2" axle | 11.49 kg. |
| Cassette | 19 | | | |
| | KMC 410 | | 74 length, 1/B" | |
| Front hub | | | | |
| Front rim | | | PVC rimstrip | |
| Front tire | | | 16 x 2.125 | |
| | Coaster brake | | Nutted front, Coaster rear, 11 | 10mm 0 D |
| Rear rim | Steel | | PVC rimstrip | 0.2.5. |
| | Trek Paw | | 16 x 2.125 | |
| | Schraeder valve | | IO X E.IES | |
| | 14G UCP | | 2B spoke 3x Front | 28 spoke 3x Rear |
| Option - | 140 007 | | 138 | 133 rear (D/ND) |
| Saddle | Trek Paw design | | 130 | 133 Teal (D/ND) |
| Seatpost | | | 22.2 | |
| Jearhost | Bolt, M6 x 30 | | 22.2mm diameter | |
| Additionals | | | | |
| | | chainguard, and pad | s, streamers (girls' only) | |
| Colors | | White/red/black dec | al (B) | |
| | | yellow/red decal (B) | | |
| | | al/pink/white decal (G | | |
| | Pure Purple • Te | al/blue/white decal (| (G) | |
| | | | | |
| | | | | |
| 55.153.153.024.744.036.034.41 | | | | |
| | | | | |
| Frame sizes | 9B | 9G | | |
| Handlebar width | 510 | 510 | | |
| Stem length | 50 | 50 | | |
| Stem angle | 0 | 0 | | |
| Crank length | 114 | 114 | | |
| Seatpost length | 255 | 255 | | |
| Steerer, mm | 128 | 128 | | |
| | 120 | 120 | | |
| Fork length | 25/1 mi | m axle-crown race | | |
| Head angle | 71.0 | 71.0 | | |
| Seat angle | 69.0 | 69.0 | | |
| CONTRACTOR SERVICES | 435 | 410 | | |
| MM Standover Seat tube | 236 | 236 | | |
| Head tube | | | | |
| Eff top tube | 95 405 | 95 405 | | |
| | 405 446 | 405 | | |
| Reach | 446 | 446 | | |
| Chainstays | 308 | 308 | | |
| BB height | 211 | 211 | | 1 |
| Offset | 26 | 26 | | |
| Trail | 41 | 41 | | |
| Wheelbase | 734 | 734 | | |
| 61 | <u> </u> | | - | |
| IN Standover | 17.1 | 16.1 | | |
| Seat tube | 9.3 | 9.3 | | |
| Head tube | 3.7 | 3.7 | | |
| Eff top tube | 15.9 | 15.9 | | |
| Reach | 17.6 | 17.6 | | |
| Chainstays | 12.1 | 12.1 | | |
| BB height | 8.3 | 8.3 | | |
| Offset | 1.0 | 1.0 | | |
| Trail | 1.6 | 1,6 | | |
| Wheelbase | 28.9 | 28.9 | | |
| | - | | | |

| | | | | Ma → | |
|-----------------|-------------------|-------------------|--|-------------------|----------|
| Main tuhes | Hi Tensile steel | | | | |
| Stave | Hi Tensile steel | | | | 28 |
| Fork | Hi Tensile steel | | | | 19 17 |
| tezheeH | VP H732 | | 22.2/20.0/27.0.25.0 | 41 | |
| Handlebars | RMY | | 22.2/30.0/27.0, 35.0mr | | |
| Stem | | / can | 22.2mm clamp diamete 22.2mm insertion | #1 | |
| Grips | Trek Paw design | усар | ZZ.Ziiiii insertion | | |
| Brakes | | | | | |
| Brake levers | doubter real | | | | |
| Crankset | | 2BT | 1 piece | | |
| Bottom bracket | One-piece type | | 24 TPI | | |
| Pedals | Platform | | 1/2" axle | | |
| Cassette | " " " | | | | |
| _ Chain | KMC 410 | | 60 length, 1/8" | | |
| Front hub | | | | | |
| Front rim | Steel | | PVC rimstrip | | 20.9 lb. |
| Rear hub | Trek Paw | | 12 x 2.125 | | 9.49 kg. |
| Rear rim | | | Nutted front, Coaster re | ear, 110mm O.L.D. | |
| | Trek Paw | | PVC rimstrip | | |
| Tubes | | | 12 x 2.125 | | |
| Spokes | | | 20 spoke 3x Front | 20 spoke | Dy Door |
| | , , , , | | 75 | 86 rear (I | |
| Saddle | Trek Paw design | | ,5 | OO rear (L | D/ND) |
| Seatpost | Steel | | 22.2mm diameter | | |
| Seat binder | | | | | J |
| Additionals | 1 | chainguard, fende | ers, and pads, streamers (girls | ' only) | |
| Colors | Didde Diden Oic | | | | |
| | Pretty Pink • Tea | l/pink/white deca | i (G) | | |
| | | | | | |
| | | | | | |
| | 1 | | | | |
| | | | | | |
| | | | | | |
| Frame sizes | 8 | 8G | | | |
| Handlebar width | 480 | 480 | | | |
| Stem length | 50 | 50 | | | |
| Stem angle | 0 | 0 | | | |
| Crank length | 89 | 89 | | | |
| Seatpost length | 255 | 255 | | | |
| Steerer, mm | 123 | 123 | | | |
| Fork length | 207 mm | n axle-crown race | | | |
| Head angle | 72.0 | 72.0 | | | |
| Seat angle | 72.0 | 72.0 72.0 | | | |
| MM Standover | 396 | 396 | | _ | |
| Seat tube | 208 | 208 | | | ĺ |
| Head tube | 90 | 90 | | | |
| Eff top tube | 342 | 342 | | | |
| Reach | 384 | 3B4 | | | J |
| Chainstays | 235 | 235 | | | |
| BB height | 172 | 172 | | | |
| Offset Trail | 34 | 34 | | | |
| Wheelbase | 13 609 | 13 609 | | | |
| | 609 | 009 | | | |
| IN Standover | 15.6 | 15.6 | | | |
| Seat tube | 8.2 | 8.2 | | | |
| Head tube | 3.5 | 3.5 | | | J |
| Eff top tube | 13.5 | 13.5 | | | |
| Reach | 15.1 | 15.1 | | | |
| Chainstays | 9.3 | 9.3 | | | |
| BB height | 6.8 | 6.8 | | | |
| Offset Trail | 1.3 | 1.3 | | | |
| Wheelbase | 0.5 | 0.5 | | | |
| Muccinase | 24.0 | 24.0 | | | |