As designer builders TREK has attempted to balance the traditional with the contemporary. Custom design with advanced engineering. Handcraftsmanship with precision machine tooling.

Our goal is very simple: to produce a handbuilt limited production frame of uncompromising quality. And to offer it at a fair price with the built in cost advantage of domestic American production.

**THE FRAME**

Our principal criterion in frame design is performance. Easy stable riding characteristics for an all round light touring frame or, for road racing, stiff and responsive with very little lateral flex, short wheelbase and reduced fork rake.

**Mitering**

Miter angle tolerances are maintained within one tenth of one degree accuracy. In every TREK frame there are a minimum of 20 miter cuts ... simple observation of the inside bottom bracket alone will show double miter cuts on the down tube and seat tube and single miter cuts on the chain stays. We miter our tubing as if the frames were lugless.

**Silver Brazing**

In order to maintain the tensile strength of the tubing and the resulting high strength to weight ratio of our frames we specify Eutectic 1810 and/or 1801 silver brazing rod for every frame.

**Finish**

To ensure adhesion of the final paint finish and to give added rust protection, the bare frames are dipped in a five-tank chemical cleaning and metal treatment system. This provides a uniform, chemically bonded, rust resistant finish prior to painting.

DuPont Imron® primer and a minimum of two coats of Imron® metallic polyurethane enamel provide a superb high gloss finish while remaining exceptionally resistant to the type of adverse conditions a bicycle rider might expect. Such as gravel projections, extended exposure to sunlight, road salt, and chemicals found in lubricants or dissolved in rain water.

**Unlimited Warranty**

Every TREK frame (frame and fork) is covered by a full unlimited lifetime warranty for the original owner against defective materials and workmanship.
The TREK frame—technical information

FRAME GEOMETRY (see blueprint)

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
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<td>71°</td>
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NOTE: Model TX 900: Fork rake (F): 4.5cm

Chain stay length (E): 42cm

Figure 1 (Illustration of 22½" frame—engineer’s drawing)

<table>
<thead>
<tr>
<th>Tubing</th>
<th>Fork Crown</th>
<th>Lugs and Bottom</th>
<th>Dropouts</th>
<th>Brazing Rod</th>
<th>Mitering</th>
<th>Finish</th>
<th>Threading</th>
<th>Brake-ons</th>
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<tr>
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<td>TX700</td>
<td>TX900</td>
<td>TX300</td>
<td>TX500</td>
<td>TX700</td>
<td>TX900</td>
<td>TX300</td>
</tr>
</tbody>
</table>

*C TREK reserves the right to change specifications without notice.*
TX900 showing reduced wheelbase and integral allen key fastback.

TX700 showing light touring configuration of Models TX300 – TX700.

Head lug cutaway to show precision mitering.

Model TX900 showing drilled head lugs and investment cast crown with integral tongs.

Rear Campagnolo dropouts on Models TX700 and TX900. Note clean scalloped finish.

Fastback rear cluster with integral allen key on Model TX900.

Stay cap wraparound seat cluster on Models TX300 – TX700.