TREK BICYCLES

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 simple: To produce a hand-built limited-production frame which, matched with the right components, will have the performance of a custom built bicycle. And to offer this at a price reflecting the advantages of production engineering and domestic American manufacture.

THE FRAME

The most important part of any bicycle. Carefully designed and built it should last a lifetime.

Our principal criterion in frame design is performance. This attention to function has resulted in two distinctive designs, each with its own combination of responsiveness and handling. In addition the critical dimensions of each TREK frame are unique to that particular size — the angles and length of every tube are coordinated with the length of the seat tube.

Tubing

Columbus, Reynolds 531, Ishiwata — the most prestigious names in bicycle tubing. TREK does not build with anything less. And every TREK is fully double-butted. Each tube is thicker at the ends where stress concentrates, and thinner in the midsection. This taper increases both responsiveness and strength-to-weight ratio.

Superior tubing is complemented by TREK designed state-of-the-art fork crowns and dropouts incorporating innovative design and precision investment casting.

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. The frame is actually mitered as if it were lugless. This results in overall frameset rigidity unavailable in less carefully engineered bicycles.

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

Prior to painting, TREK frames are dipped in a six-tank chemical cleaning and metal treatment system that provides a rust resistant surface and ensures adhesion of the finish. A minimum of 2 coats of DuPont Imron polyurethane enamel, over a thick coat of primer, provides a superb high-gloss finish which is extremely resistant to the special adverse conditions that bicycles encounter: extended exposure to sunlight, road salt, and chemicals found in lubricants or dissolved in rain water.
The TREK frame—technical information

Frame Models 510, 710, and 910

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
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<th>E</th>
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Frame Models 530, 730, and 930

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Engineer's drawing of 22½" Model 510, 710, 910

- Models 710 and 730: Reynolds 531 double butted. Fork blades New Continental Oval.
- Models 910 and 930: Columbus SL/SP double butted. SP sizes 24" and 25½". Fork blades New Continental Oval.

Tubing
- Models 710 and 730: Reynolds 531 double butted. Fork blades New Continental Oval.
- Models 910 and 930: Columbus SL/SP double butted. SP sizes 24" and 25½". Fork blades New Continental Oval.

Fork Crown

Lugs
- Models 510 and 530: Nikko Sangyo seamless long point Italian cut.
- Models 710 and 730: Nikko Sangyo seamless long point Italian cut.
- Models 910 and 930: Nikko Sangyo seamless long point Italian cut.

Dropouts
- Models 510 and 530: SunTour GS-11 forged microadjust or TREK vertical investment cast 4130 Chrome-Molybdenum.
- Models 710 and 730: Campagnolo 1010 Record Road or TREK vertical investment cast 4130 Chrome-Molybdenum.
- Models 910 and 930: Campagnolo 1010 Record Road or TREK vertical investment cast 4130 Chrome-Molybdenum.

Brazing Rod

Mitering
- Models 510 and 530: See table above for tube length and angle variations. Individual tubes are mitered to specific angles with miter angle tolerance within one tenth of one degree accuracy.
- Models 710 and 730: See table above for tube length and angle variations. Individual tubes are mitered to specific angles with miter angle tolerance within one tenth of one degree accuracy.
- Models 910 and 930: See table above for tube length and angle variations. Individual tubes are mitered to specific angles with miter angle tolerance within one tenth of one degree accuracy.

Finish

Threading
- Models 510 and 530: Bottom Bracket: English 1.370" x 24 TPI BSC. Headset: English 1" x 24 TPI BSC.
- Models 710 and 730: Bottom Bracket: English 1.370" x 24 TPI BSC. Headset: English 1" x 24 TPI BSC.
- Models 910 and 930: Bottom Bracket: English 1.370" x 24 TPI BSC. Headset: English 1" x 24 TPI BSC.

Braze-ons

*TREK reserves the right to change specifications without notice.*
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<tr>
<th>Model</th>
<th>Frame</th>
<th>Comp. Group</th>
<th>Crankset</th>
<th>Derailleur</th>
<th>Levers</th>
<th>Chain</th>
<th>Freewheel</th>
<th>Pedals</th>
<th>Brakes</th>
<th>Handlebar</th>
<th>Stem</th>
<th>Seatpost</th>
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<td>Izumi Gold</td>
<td>Suntour Pro Comp 14-28</td>
<td>KKT top run alloy</td>
<td>Weinmann 500 black sidepull, racing levers with gum hoods</td>
<td>SR custom engraved alloy</td>
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<td>Elina pro</td>
<td>Shimano 600 small flange hubs, alloy rims</td>
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<td>Micro adjust/option Shimano 600EX</td>
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<td>Shimano Uniglide</td>
<td>Suntour Pro Comp 14-28</td>
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