1985 Trek 2000 Brochure

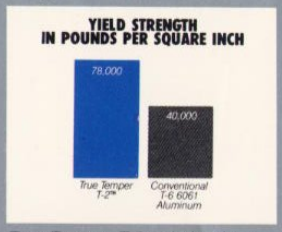


THE FRAME

Realizing the full potential of bicycle technology is not new to Trek. For years in rural Wisconsin, Trek has been combining the latest innovations with traditional craftsmanship in the building of their acclaimed framesets and bicycles. Now Trek raises their own exacting standards by creating a machine so advanced it defies comparison with any contemporary racing bicycle.

Trek's frame designers, metallurgists and master frame-builders worked closely with True Temper to create a special new version of their gold-medal winning True Temper T-2™ aluminum tubing. This advanced frame-building material combines the strength of steel with the light-weight responsiveness of aluminum.

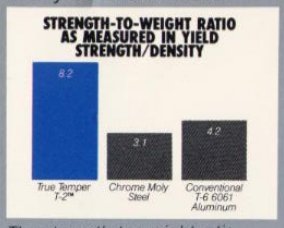
True Temper T-2 tubing weighs just half as much as conventional steel alloys, yet through a special heat-treating and cold working process is nearly twice as strong as the conventional T-6 6061 used in many other aluminum bicycle frames.



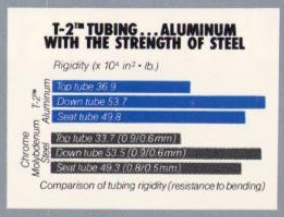
True Temper T-2 solution heat-treated aluminum tubing approaches the strength of steel and is nearly twice as strong as the aluminum found in many other bicycle frames.

A SIGNIFICANT INCREASE IN STRENGTH-TO-WEIGHT RATIO

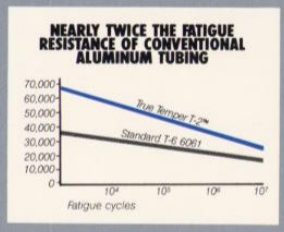
Specifying T-2™ tubing allowed Trek to achieve a considerable increase in strength-to-weight ratio. The result is that the Trek 2000 finished frameset weighs considerably less than either conventional oversize aluminum framesets or exotic thin wall double-butted chrome molybdenum sets.



The strength-to-weight ratio of True Temper T-2™ tubing is nearly double that of most other framebuilding materials.



Trek True Temper T-2 aluminum tubing is as rigid as steel tubing, eliminating the overly flexible characteristics common to many conventional aluminum frames.

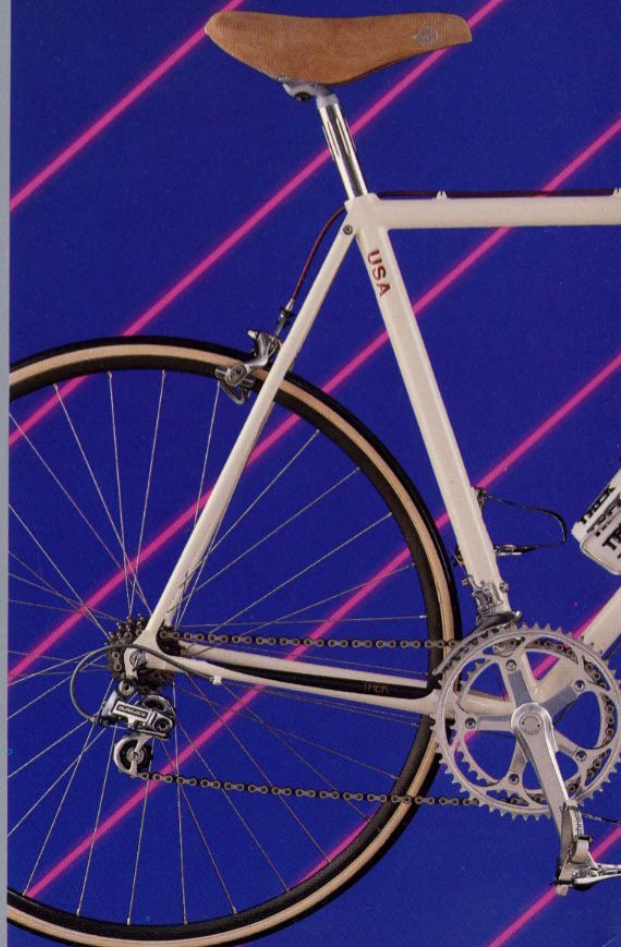


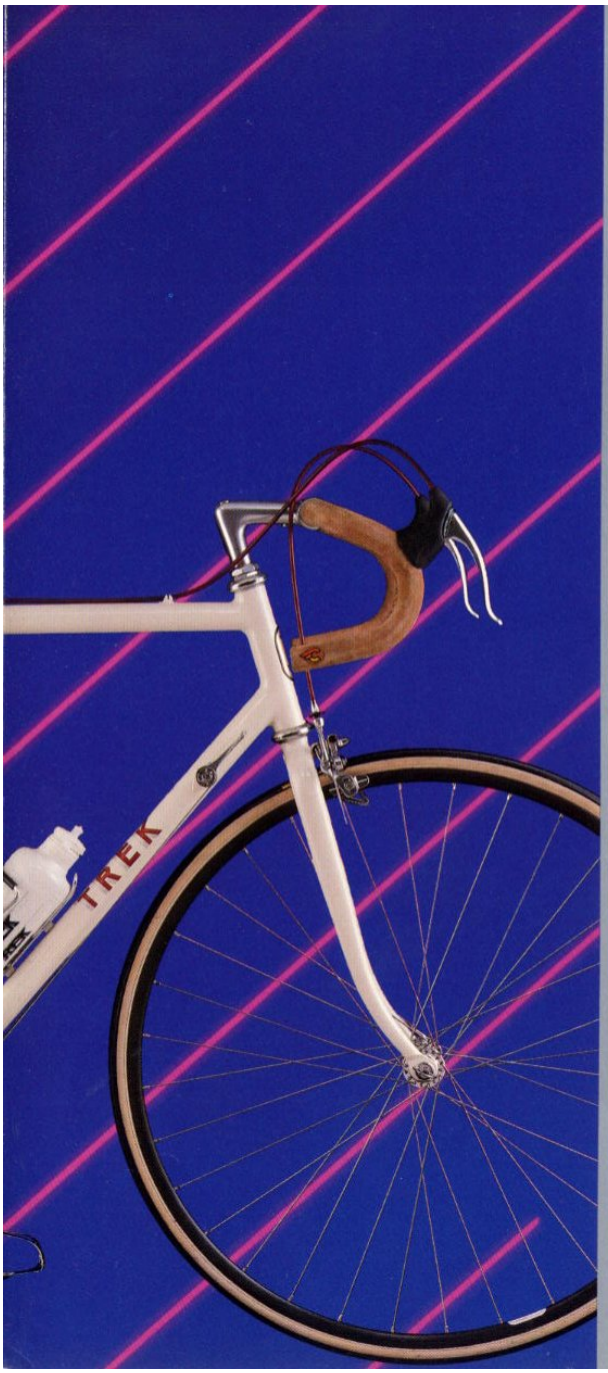
In an accelerated fatigue stress test, T-2 aluminum proved almost twice as resistant to fatigue as conventional aluminum tubing. Even after 500 million cycles, the fatigue resistance of T-2 was still significantly superior to T-6 6061.

PERFORMANCE WITH A SENSE OF PROPORTION

Until the Trek 2000, bicycle frames of conventional aluminum tubing were compromised by necessity. Due to the tubing's inherent characteristics, some builders elected to specify oversize tubing to achieve added strength. The result was a considerable increase in weight and wind drag, with an unfortunate loss

INTRODUCING THE TREK 2000. THE TREK OF ALUMINUM BICYCLES.





of the smooth, sleek look that a great racing bike should have.

Those builders who attempted to retain the aesthetic appeal of conventional diameter tubing did so at the expense of overall frame rigidity. "Whippy," overly flexible frames with short life expectancies were the inevitable result.

The strength and rigidity of the Trek 2000/True Temper T-2™ frame eliminates these trade-offs, creating a bicycle that is as appealing to the eye as it is to ride.

AN ENTIRELY NEW WAY TO BUILD A BICYCLE FRAME

To precisely assemble this special tubing into Trek's proven road-racing geometry required the development of a high-tolerance investment cast internal lug system and the use of bonding techniques developed for the aerospace industry. By eliminating the structural losses caused by conventional aluminum welding, these advanced bonding techniques serve to preserve the strength of the tubing throughout the manufacturing process. Welded frames lose shear and tensile strength in critical stress bearing joint areas and must be heat-treated in an attempt to regain some of this strength. The heat-treating process can result in warping and deflection – which is at best aesthetically objectionable, and at worst structurally unacceptable.

THE COMPONENTS

When it came to specifying the first component group for this advanced new machine, only one name came to the minds of Trek's designers... Shimano Dura-Ace.

The new Dura-Ace components (all created using the latest Computer-Aided-Design methods) include an advanced SIS gearshift-positioning system, an improved high-efficiency brake that increases output while reducing friction, and a radical pedal which improves cornering clearance to 34°.

THE TREK 2000 BICYCLE

Couple the Trek 2000's revolutionary frame and components with a pair of ultralight Matrix Iso™ aero-dynamic 32-hole wheels and you've got handling and response characteristics that up until now have been simply unavailable.

Weighing a scant 3.5 pounds;* the Trek aluminum frame offers superior stiffness for climbing, jumps in acceleration, and out-of-the-saddle sprinting. Superb shock absorption characteristics on rough roads and cobbles. And a race-ready "feel" that can only be experienced first-hand.

As was the case with the very first Trek, the unique "feel" of the 2000 rests in its frame. A frame that has set new standards for strength, response, durability, and race-worthiness.

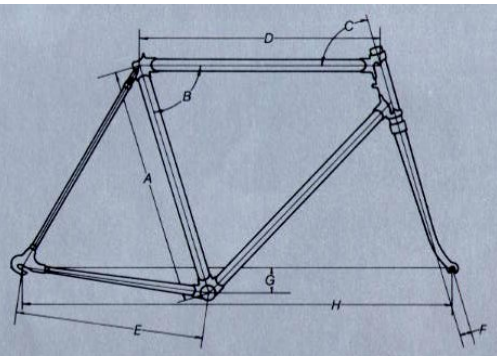
In short, an aluminum bicycle created by the craftsmen who have always taken frames seriously. Trek.

* 4.6 pounds with fork (56cm size)

FRAME GEOMETRY FOR MODEL 2000

FRAME SIZE	A SEAT TUBE length	B SEAT TUBE angle	C HEAD TUBE angle	D TOP TUBE length	E CHAIN STAY length	F FORK OFFSET	G DROP	H WHEEL BASE
50cm	48.4	73.5°	73.0°	53.0	41.5	4.2	7.2	96.8
52cm	50.4	73.5°	73.0°	53.0	41.5	4.2	7.2	96.8
54cm	52.4	73.5°	73.5°	55.0	41.5	4.2	7.2	98.3
56cm	54.4	73.5°	73.5°	55.0	41.5	4.2	7.2	98.3
58cm	56.4	73.5°	73.5°	56.5	41.5	4.2	7.2	100.3
60cm	58.4	73.5°	73.5°	56.5	41.5	4.2	7.2	100.3
62cm	60.4	73.5°	74.0°	58.5	41.5	4.2	7.2	101.3

All dimensions are in centimeters, unless otherwise stated.



2000

Consult your Trek Dealer for specific frame size availability.

FRAME:

Main Tubes: True Temper T-2 Aluminum Alloy

Fork: Tange Aluminum Alloy

Stays: True Temper Aluminum Alloy

Headset: Shimano New Dura Ace

B.B. Shell: Trek Alloy Investment Cast

Seat Lug: Trek Alloy Investment Cast

Drop-Outs: Trek Alloy Investment Cast

Special Braze-ons: Top Tube Cable Guides, Twin Water Bottle Mounts, Shift Lever Bosses

COMPONENTS:

Crank: Shimano New Dura-Ace Forged Alloy 53/42

Derailleurs: Shimano N-Dura-Ace

Shift Levers: Shimano N-Dura-Ace Braze-on w/Shift Indexing System

Freewheel: Shimano N-Dura-Ace 13-21 6-spd.

Chain: Shimano 600 Silver/Blk Uniglide

Brakes: Shimano N-Dura-Ace w/Recess & Hooded Levers

Pedals: Shimano N-Dura-Ace Aero Alloy

Bar: Cinelli Giro Alloy

Stem: Cinelli 1/A Alloy

Hubs: Shimano N-Dura-Ace Alloy Q/R 32 Hole

Spokes: DT 14G Stainless

Rims: Matrix ISO Hard Anodized Aero Tubulars

Tires: Wolber Pro-84 Tubular 230G

Seat Post: American Classis Ultra Light Alloy

Saddle: San Marco Concor

Extras: Shimano Aero Toe Clips w/Christophe Straps, Alloy Water Bottle Cage w/Bottle, Wolber Tubular Cement

Trek bicycles consist of component parts and materials made by Trek or purchased from sources around the world. Changes in customer demand or availability occasionally necessitate temporary or permanent substitution of parts specified. If substitution is made, the new parts will be of comparable or superior quality and performance to those originally specified. Every Trek bicycle is equipped with safety reflectors required by federal law. All specifications are subject to change without notice.

TREK

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