TREK.USA

1995 Retail Technical Manual

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Why Trek?

The founding idea of Trek in 1976 was to build bicycle frames that would rival the performance of the classic road machines being hand-built in Europe, but to do so at an economical price by adding American technology to the manufacturing process. Keep the ride, the light weight, the beautiful looks, the durability, but bring down the cost and make them easy to find by creating the best dealer network in the world.

That lofty goal is what still drives the Trek Bicycle Corporation today: Build bikes that ride better than any on the market, but do it for a price which the average rider can afford. Thanks to Trek, your customer can walk into your store and buy the lightest production frameset in the world, with the best performing equipment, competition proven by some of the hardest riders on the planet, and pay less for a complete bike than other companies are charging for a bare frameset!

There are two reasons why Trek has become the number one bike company in the U.S.:

1. We don't just 'design' bikes, we build bikes.

And lots of them. Over 200,000 in Wisconsin last year alone, so when we put the U.S. flag on a bike, its not just a sales trick.

We have built over 1.3 million bicycles in Wisconsin, and from our hands-on experience (not to mention a lot of hard work and smart engineering) we've learned how to build bikes better than any factory in the world. Our diverse manufacturing technology (bonding, brazing, TIG welding, OCLV) lets us choose how we make those bikes. We're not limited by the manufacturing techniques or materials offered by someone else's factory.

When your customer buys a Trek, it will be built more accurately, and last longer. Not only that, our engineers have found ways to do this for a lower cost, so you can sell your customer a better bike for less money.

2. We listen to the people who ride and buy our bikes, and give them what they want. Sometimes even more.

Our "Dealer Advisory Boards" bring the nation's top dealers to the Trek offices where they get previews of upcoming products and trends. Then they vote on what they want to see on the market.

We have a fleet of Wrench Force vans and mechanics who spend their summer providing mechanical assistance to riders of all abilities at cycling events across the country. The riders don't know it, but we're really using the Wrench Force as Spy Vehicles, learning what riders like and dislike.

Our high end bikes carry the approval of Team Trek. While these fast folks are not engineers, they do know how to push the envelope on a product. When our racers say they like the way a bike rides, we know that the Trek engineers have designed a bike that everyone can ride, and ride hard.

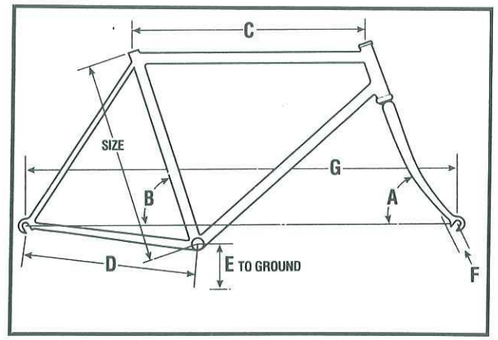
The devotion to cycling and the hard work we bring to our bicycles is just as strong in our aftermarket products. Whether its the safety of someone wearing a Trek helmet, or the ability to reach peak fitness on our Trek Fitness machine, we pour our hearts and souls into making sure your customer gets the best product possible. That's because we've been where your customer is going. High in the mountains, admiring the views. Sprinting for the finish line. Pedaling our way to work. We've put in our mileage, and our experience makes Trek products better for your customer.

Our love of bikes got us to where we are today. Each model is designed and built as though a friend, or even ourselves, were going to ride it. When Team Saturn or the Rocket Boys are riding a Trek bike, its not a special design or a one-of-a-kind. Its the same as the one you may be selling a customer today, or riding home tonight.

We hope you will take the time to read through the information presented in this manual, and that the specifications and other resource material will be of help to you when selling Trek products in the upcoming year. If you have any suggestions regarding this manual, or any other ways we can be of service, please write to:

Trek Customer Service
P.O. Box 183
Waterloo, WI 53594

Geometry Terminology



Head Angle (A) - The angle formed by the intersection of the centerline of the head tube and a horizontal plane. This angle effects steering quickness, and the steeper the head angle, usually the quicker the steering.

Seat Angle (B) - The angle formed by the intersection of the centerline of the seat tube and a horizontal plane. This angle effects the fit of the bike, particularly addressing the length of the femur (upper leg bone) by changing the rider's position over the crankset. Usually, smaller bikes will have steeper seat tubes, while larger bikes will have more relaxed seat angles.

Seat Tube Length (Size) - The distance from the center of the bottom bracket to the top of the seat tube, although alternate methods may measure to the center of the top tube or top of the top tube. This relates to overall leg length, but with the advent of super-long seatposts and new frame designs like the Y bikes (which don't have a true seat tube), seat tube size is less meaningful than it once was.

Top Tube Length (C) - The distance from the junction of the centerlines of the head tube and top tube to the junction of the centerlines of the seat tube and the top tube. This measurement relates to torso length and positioning on the bike.

Effective Top Tube Length - The length of a horizontal line from the junction of the centerlines of the head tube and top tube to the imaginary centerline of the seat tube. This measurement is important due to the sloping top tube (with extra long seat post extension) currently favored by mountain bikers. A more accurate version of the top tube measurement, this relates to torso length and positioning.

Chainstay Length (D) - The distance from the center of the bottom bracket to the center of the rear axle. This dimension effects weight distribution over the rear wheel.

Bottom Bracket Height (E) - The distance from the center of the bottom bracket to the ground. This measurement effects ground to pedal clearance, as well as stability of the bike by dictating the height of the rider's center of gravity.

Offset (Rake) (F) - The perpendicular distance from the centerline of the head tube to the center of the front hub. Rake combined with the head tube angle yields another steering term, trail.

Wheelbase (G) - The distance from the center of the rear hub to the center of the front hub. This determines handling characteristics like turning radius, tracking stability, and shock absorption.

Trail - The distance between where the head tube centerline intersects the ground and a vertical line dropped from the center of the front hub. This measurement effects the stability of the steering system and the feel of the steering. Longer trail usually means a "heavier" or more stable feel, while less trail usually feels "quicker" or "lighter".

Front Center - The distance from the center of the bottom bracket to the center of the front hub. This distance effects both weight distribution and toe clip /front wheel overlap. Given that most mountain bikes use only a narrow range of steering angles and offsets, front center also refers to the amount of "cockpit room" the rider will have.

Stem - This should be considered part of the bike's geometry because it effects weight distribution and steering feel. Along with handlebar width, it also relates to arm and torso length.

It All Works Together - Every facet of bike design will effect another, so we can only talk in generalities about what any one dimension does to the bike. Its obviously true that each part of the bike is connected to another part of the bike. However, it isn't always apparent how changing one dimension on a bike will effect the others.

Properties of Materials

The two most important considerations when selecting a material for bicycle construction are Specific Ultimate Strength and Specific Modulus. In layman's terms, Specific Ultimate Strength is the breaking strength of a material divided by its weight. Specific Modulus can be translated to mean the stiffness per weight. A third factor which may be most important to your customer is the cost of the bicycle. When cost versus performance is considered, we refer to this as value.

The reasons for the importance of these factors are simple. A bicycle must be adequately strong to withstand the rigors of cycling, it must be adequately stiff to provide good performance, and it should be as light as possible to avoid wasting the rider's energy. It should also be affordable.

If a material does not have a blend of stiffness and strength, it will either be heavy or be lacking in strength or performance. Let's look at an example: Cro-Moly steel has a high specific modulus, but a fairly low specific ultimate strength (see chart). This means that a fairly high amount of material (by weight) will have to be used to make a Cro-Moly bike of good strength. However, Cro-Moly steel is usually relatively inexpensive and so can offer a good value, even if a Cro-Moly bike will be a little heavier than a bike built with some other materials.

As another example, carbon fiber composite is quite a bit more expensive than Cro-Moly steel. However, because it has very high specific ultimate strength, a very light bike can be built that is very strong. In addition, its high specific modulus means that even a very light carbon bike can also have good stiffness.

Another high tech material for bicycles is titanium. Although different alloys vary somewhat in their characteristics, generally titanium has a lower specific modulus than carbon fiber composite, Cro-Moly steel, and even some aluminum alloys. Titanium has a higher specific ultimate strength than Cro-Moly steel, but is lower in strength than carbon composite. This means that a titanium bike of good strength and stiffness will be heavier than a carbon fiber composite bike of like performance, even though considerably more expensive.

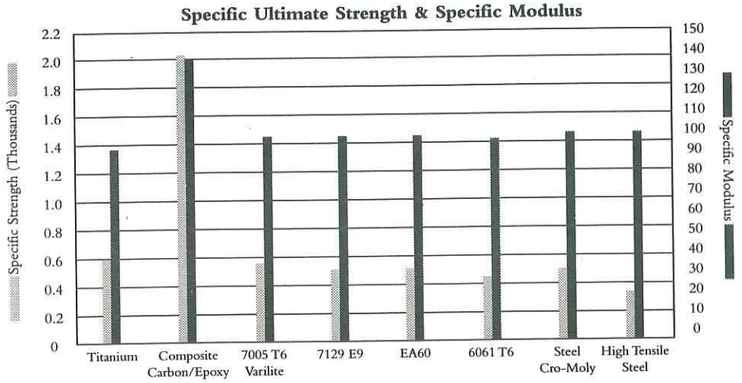
Trek engineers have looked at these and other materials to ensure that Trek bikes offer the best performance per dollar possible. We choose not to use some materials which may make good bicycles, but are too expensive to give good value.

As you look at the chart comparing characteristics of the various materials, remember that many factors will effect the end product. For example, increasing the diameter of a tube will increase its stiffness, but reduce its resistance to dents, even with the same wall thickness. Manufacturing techniques, like designing and building lugs, will effect the price of a completed bicycle. Manufacturing efficiency can bring prices down, an important fact that allows Trek to build expensive lugged aluminum and carbon bikes at competitive prices.

Another important point is that there is more to a bicycle than the tubeset. Tubing which is no longer straight, or bikes that don't track straight due to poor alignment, are poor values. Trek bicycles are built with high tech processes to ensure that the properties of the tubing remain after construction. The fittings are top quality as well. Investment casting, forging, and other processes are integrated into all Trek lug work and framesets.

A final consideration in bicycle design (and one we hope never becomes necessary) is the ability to repair a frame in the event of a severe accident. We have gone to great lengths to over-design Trek bikes, to make them stronger than necessary. In almost every case we could reduce the weight of our bikes somewhat, but at the expense of reliability. Nevertheless, chances are good that someone out there will find a way to break their Trek bike. With this thought in mind, we've designed our bikes to be repairable. Even our carbon fiber frames can be economically repaired.

Specific Ultimate Strength & Specific Modulus



Bike Specifications: A Guide

This section is designed to help the mechanic in the shop as well as the sales person on the floor. We've put just about everything there is to know about each model on a page. You'll also find info to help you size a bike, or better fit a customer by switching to a different model.

Angles and such - They're all listed, size by size. For explanations of the terms, and what they mean to the rider, see page 3.

Stand over height - the distance from the ground to the top of the top tube, measured in the middle of the top tube.

Stem extension - the length of the stem measured from the center of the handlebars to the centerline of the steerer and stem quill, along the centerline of the stem. Because some stems are horizontal and some stems angled, there are two other stem dimensions to be aware of: reach (the horizontal component of the stem) and rise (the vertical component of the stem). Example: A 100 mm stem with a 25° rise in a bike with a 71° head tube will have a 44° rise when measured from the ground. In the bike this 100 mm stem has a reach of 71 mm and a rise of 71 mm. Also listed is the steerer clamp height of Direct Connect stems, because this effects steerer length.

Reach - the horizontal distance combining the reach of the stem with the effective top tube. This is a different way of measuring reach than we have used in the past, but a more accurate one.

Head tube length - original length of head tube. Use this to calculate the steerer length as you need it. Add stack height, head tube length, and stem requirements (different direct connect stems, cable guides, and spacers require different steerer lengths).

Hubset type - describes the hub configuration for freewheels or drum brakes, number of gears, and the number of spokes and gauge required.

Rear dropout width - indicates the distance between the inside dropout faces. With modern designs, this does not necessarily indicate the rear hub's outer locknut dimension (O.L.D.).

Tire size - indicates the specified tire's listed size, as well as the largest size of Trek tire which will fit. Due to the size variances of a given listed size between different manufacturers, this may only apply to Trek tires.

Front derailleur - indicates the seat tube diameter, or "braze-on type" if the derailleur doesn't use a band or clamp attachment.

Bottom Bracket - indicates model, width, and axle length of the bottom bracket, as well as the chainring bolt hole circle, a dimension which must be matched when replacing chainrings.

Headset size - indicates the Outer diameter of the stem/ Inner head tube diameter/ Fork crown race seat diameter in millimeters.

Stack height - the height of a headset when installed in the frame. This dimension is added to head tube length (also steerer clamp height, cable guides, and spacers for Direct Connect or AheadSet systems) to calculate steerer length.

Stem - the degrees of rise on each stem size specified. Also the handlebar clamp diameter.

Seatpost length - in some cases such as suspension bikes, longer posts will not allow the seatpost to slide entirely down into the frame. If substituting seatposts, please ensure that the new seatpost is measured accurately for diameter.

A last word about specifications - Trek bicycles are made with components from around the world. Occasionally one of the vendors who supply these parts has a problem, goes out of business, runs out of materials, or is beset by any one of a million different problems. When they cannot deliver the specified part, we are forced to change the specifications of a given model of bike.

When it is necessary to make a substitution of a part, we try to match the original part as best we can in quality, performance, and price. We apologize for the inconvenience this sometimes causes, but we feel its better to make the substitution and deliver the bike so that you can make the sale, than not deliver the bike at all.

Import Treks: How are they Different?

So Trek makes a bunch of bikes in Wisconsin. How does that help the customer who only wants to spend $300? Aren't those $300 bikes just like those from "Brand X"?

There are three things that set Trek bikes apart from their competition in the under-$500 market. These three things are QUALITY, DESIGN, and VALUE.

First, Trek gets the best QUALITY of bike possible, even when we have bikes built by another factory. As a bike shop professional, if you were to go into another bike shop to buy a bike, wouldn't you be able to make a better choice than the average consumer? Well, the same thing applies when Trek buys bikes from Taiwan. With over a million Wisconsin-built bicycles under our belts, you can bet our engineers and product managers have learned a thing or two about making bikes. And that knowledge and experience means that Trek gets the best quality available from these factories. In some cases, we have had to teach these other factories how to improve their workmanship so that it meets Trek standards. We hate giving up our secrets, but if the consumer gets a better product because of it, then its worth it.

Second, Trek bikes are built differently with Trek's exclusive DESIGNS. We don't buy 'off-the-shelf' designs and just put on a few braze-on bits and some Trek decals. The bikes built overseas for Trek are designed by the Trek engineering staff in Wisconsin. Geometry, tubing dimensions, and wall thicknesses are all developed by Trek engineers. Then we analyze and test these frames in our Wisconsin engineering and quality control labs to make sure the work matches our engineers' specifications. These designers and testers are the same engineers who work to design Trek's state of the art OCLV bikes, or our Signature Sequential TIG welding process.

These experienced people and extra steps allow us to offer the same lifetime warranty on all Treks, regardless of origin. We designed them to be better, and our testing shows it.

Lastly, Trek bikes offer more performance per dollar, something we call VALUE. Trek sells a half a million bikes around the world every year. This large volume allows us to get the very best prices possible from the vendors who sell us the parts to compliment our Trek framesets. With this kind of volume, Trek can afford go the extra mile for performance, putting custom designed parts on bikes which normally get generic, off the shelf spec (Example: Rocket Boy proven Trek Big Kahuna front and rear specific tires on the 830). With Trek's excellent distribution network and quality dealer base, we not only have a large sales volume, but there are other savings involved as well. We can get these great bikes to your store more economically, so transportation costs are less.

The bottom line is that Trek's manufacturing expertise allows us to get the best bikes possible from the overseas manufacturers. We can buy the parts at the lowest possible prices. Our product managers have tons of experience getting the right spec on every bike. We have a better distribution network. And all this means that your customer can buy the best bike available, a Trek, for less money than bikes sold by our competitors. That's value.

Mountain Tracks

Trek Mountain Tracks are high quality steel mountain bikes offering a variety of performance levels. The different geometries offered on this series of bikes allows you to fit the performance to the rider.

The 800 and 820 are very comfortable and stable. This forgiving handling is great for the less experienced rider, making it easier for this rider to negotiate rough terrain with confidence.

The 830 and 850 models are more aggressive and also designed to be suspension ready. Suspension ready means that when we spec a suspension fork on the 830SHX, the head tube angle and standover height does not change, so no performance is lost.

The 830 and 850 also have longer effective top tubes, and are equipped with stems designed to slightly increase the reach. This gives more 'cockpit room' so the rider can move around more on the bike. This increased agility is very helpful when negotiating more technical terrain.

The 830 and 850 offer a more aggressive ride for better handling in technical and steeper terrain. When we say a bike is more aggressive, we mean that the rider is more forward on the bike. With more weight on the handlebars, the 830 and 850 will steer a bit quicker and also be more reactive to the terrain, so they take a bit more skill to ride well. This position includes more forward lean which puts the rider in a more powerful pedaling position for quicker acceleration and better climbing.

As you move up the Trek line through the SingleTracks, the ABT bikes, the OCLV, and the new full suspension series, the bikes keep getting more and more aggressive. Why don't all bikes have more aggressive geometry? Some riders don't ride in terrain which requires aggressive handling, and would prefer more emphasis on comfort.

When you help your customer select the bike that is right for their riding style and terrain, you'll help them enjoy cycling to its fullest. Mountain Tracks offer the right styling and performance at a value only offered by Trek.

Wizard

The first two wheeler. Designed for the beginning rider with extra heavy duty, adjustable training wheels. This year's Wizard includes a new compact fork (with a shorter axle-to-crown race dimension) for an even lower standover height than before. This allows a greater range of rider size so the bike can be used for a longer period of time, making it a better investment.

Girl's and Boy's 8" high tensile steel frame, with 16" wheels. Coaster brakes, 'cuz these kids don't have the hand strength to use caliper type brakes.

Safe so Mom and Dad don't worry, but fun to ride so the new cyclist will grow with the sport. We want those kids to love cycling, so don't put beginners on cheap bikes, get 'em a Trek Wizard.

Geometry and Fit *All measurements in millimeters*

Seat tube	8.5" (216 mm)	Weight	24.0 lbs. (10.90 kg)
Standover height	451/boy's 427/girl's		
Stem	4 bolt BMX type		
Handlebar width	130		
Crank arm length	4.5" (115 mm)		
Seatpost length	220		
Head tube length	102		
Hubset, Type	Coaster brake	Bottom bracket, Model	One-piece type
	Nutted f & r	Threading	28 TPI
Spokes	28	Crankset bolt hole circle	-
Front	137 14ga.	Headset size	21.2/32.5/27.0
Rear	133 14ga.	Stack height	35.0 mm
R. Dropout width	112.0 mm	Stem, degrees rise	-
Tire size, Spec	16 x 1.75	Handlebar clamp diameter	25.4 mm
Max. Trek size	16 x 2.125	Seatpost diameter	22.2 mm
F. derailleur clamp size	- -	Gearing	32 x 19

Rocket

A slightly larger version of the Wizard, and without training wheels.

This year includes new compact forks (with a shorter axle-to-crown race dimension) for an even lower standover height than before. This new fork, with the new 9.5" frame size, allows a greater range of rider size so the bike can be used for a longer period of time, making it a better investment.

Geometry and Fit *All measurements in millimeters*

Seat tube	9.5" (241 mm)	Weight	25.2 lbs. (11.44 kg)
Standover height	527/boy's 496/girl's		
Stem	4 bolt BMX type		
Handlebar width	170		
Crank arm length	4.5" (115 mm)		
Seatpost length	250		
Head tube length	105		
Hubset, Type	Coaster	Bottom bracket, Model	One-piece type
	Nutted f & r	Threading	28 TPI
Spokes	36	Crankset bolt hole circle	-
Front	185 14ga.	Headset size	22.2/30.0/27.0
Rear	183 14ga.	Stack height	40.0 mm
R. Dropout width	112.0 mm	Stem, degrees rise	-
Tire size, Spec	20 x 2.125	Handlebar clamp diameter	25.4 mm
Max. Trek size	20 x 2.125	Seatpost diameter	22.2 mm
F. derailleur clamp size	- -	Gearing	32x 19

Mountain Lion 40

This bike has the scaled down look and feel of Mom or Dad's mountain bike, but in a much simpler format. An obvious difference is the use of coaster brakes, 'cuz these kids don't have the hand strength to rely solely on caliper type brakes (but we did put some on front so it looks cool).

Another difference is the one piece crank. This is a nice addition due to the low maintenance and kid-resistant strength of steel.

Safe so Mom and Dad don't worry, but cool looking and fun to ride so the new cyclist will grow with the sport. ATB styling with coaster brake and front Shimano Altus C90 canti. Steel rims. Full size 12" frame for 20" wheels.

Geometry and Fit *All measurements in millimeters*

Seat tube	12" (305 mm)	Weight	31.9 lbs. (14.50 kg)
Standover height	567/boy's 525/girl's		
Stem	60		
Handlebar width	540		
Crank arm length	5.5" (140 mm)		
Seatpost length	300		
Head tube length	85		
Hubset, Type	Coaster	Bottom bracket, Model	One piece type
	Nutted f & r	Threading	28 TPI
Spokes	36	Crankset bolt hole circle	-
Front	187 14ga.	Headset size	22.2/30.0/27.0
Rear	184 14ga.	Stack height	39.0 mm
R. Dropout width	112.0 mm	Stem, degrees rise	25
Tire size, Spec	20 x 1.95	Handlebar clamp diameter	25.4 mm
Max. Trek size	20 x 2.125	Seatpost diameter	22.2 mm
F. derailleur clamp size	- -	Gearing	40 x 18

Mountain Lion 60

This bike is similar in concept to the 1994 Bold Moves. Its a great little mountain bike for great little mountain bikers. An easy to ride frame with lower standover from dropped top tube and compact fork design (axle-to-crown race seat dimension is shorter).

20" alloy wheels are light and add stopping power. Aggressive knobs so your little biker can keep up on the ups and downs. 6 speed GripShift provides easy shifting for little hands. One piece crank is low maintenance and kid-tough.

Geometry and Fit *All measurements in millimeters*

Seat tube	12" (305 mm)	Weight	26.o lbs. (11.80 kg)
Standover height	567/boy's 525/girl's		
Stem	60		
Handlebar width	540		
Crank arm length	5.5" (140 mm)		
Seatpost length	300		
Head tube length	85		
Hubset, Type	Freewheel	Bottom bracket, Model	One piece type
	Nutted f & r	Threading	28 TPI
Spokes	36	Crankset bolt hole circle	-
Front	188 14ga.	Headset size	22.2/30.0/27.0
Rear, D/ND	185/187 14ga.	Stack height	39.0 mm
R. Dropout width	126.0 mm	Stem, degrees rise	25
Tire size, Spec	20 x 1.95	Handlebar clamp diameter	25.4 mm
Max. Trek size	20 x 2.125	Seatpost diameter	22.2 mm
F. derailleur clamp size	- -	Gearing	40 x 14-16-18-21-24-28

Mountain Lion 80

Similar to the 1994 Trek KDZ with Cro-Moly fork and main frame tubes. Cro-Moly steel is lighter and stronger than Hi-Tensile.

Alloy rims make the wheels lighter and provide more friction for brake pads, for better stopping power.

Shimano MJ crank moves the bike up to the 12 speed level for more experienced riders in steeper terrain.

Geometry and Fit *All measurements in millimeters*

Seat tube	12" (305 mm)	Weight	25.3 lbs. (11.46 kg)
Standover height	567/boy's 525/girl's		
Stem	60		
Handlebar width	540		
Crank arm length	5.5" (140 mm)		
Seatpost length	300		
Head tube length	85		
Hubset, Type	Freewheel	Bottom bracket, Model	One piece type
	Nutted f & r	Threading	28 TPI
Spokes	36	Crankset bolt hole circle	-
Front	188 14ga.	Headset size	22.2/30.0/27.0
Rear, D/ND	185/187 14ga.	Stack height	39.0 mm
R. Dropout width	130.0 mm	Stem, degrees rise	25
Tire size, Spec	20 x 1.95	Handlebar clamp diameter	25.4 mm
Max. Trek size	20 x 2.125	Seatpost diameter	22.2 mm
F. derailleur clamp size	- -	Gearing	40 x 14-16-18-21-24-28

Mountain Lion 90SHX

Think of this bike as a Mountain Lion 60 with shocks.

The featured SR DuoTrack 7005 suspension fork is rough and tough for youth action. Steel spring gives linear spring curve for smooth action throughout its travel range (1.5 inches). Elastomer topout and bottom-out bumpers. Can be upgraded to elastomer spring to reduce weight.

Geometry and Fit *All measurements in millimeters*

Seat tube	12" (305 mm)	Weight	28.3 lbs. (12.83 kg)
Standover height	567/boy's 525/girl's		
Stem	60		
Handlebar width	540		
Crank arm length	5.5" (140 mm)		
Seatpost length	300		
Head tube length	85		
Hubset, Type	Freewheel	Bottom bracket, Model	One piece type
	Nutted f & r	Threading	28 TPI
Spokes	36	Crankset bolt hole circle	-
Front	188 14ga.	Headset size	22.2/30.0/27.0
Rear, D/ND	185/187 14ga.	Stack height	39.0 mm
R. Dropout width	130.0 mm	Stem, degrees rise	25
Tire size, Spec	20 x 1.95	Handlebar clamp diameter	25.4 mm
Max. Trek size	20 x 2.125	Seatpost diameter	22.2 mm
F. derailleur clamp size	- -	Gearing	40 x 14-16-18-21-24-28

Mountain Track 220

This bike is essentially an 800 Sport with bolt on 24 " wheels.

Other kid-tough features include bolt style seat post binder, so parents don't have to worry about possible theft of the seat if the bike is ridden to school. Bolt on wheels are safer for kids than quick releases.

Tourney SIS derailleurs with QuickShifter shifting is positive and easy for new riders. Alloy rims reduce wheel weight and provide better stopping power. SR alloy crank is light and strong.

Geometry and Fit *All measurements in millimeters*

Seat tube	13" (330 mm)	Weight	29.1 (13.27 kg)
Standover height	635/boy's 597/girl's		
Stem	60		
Handlebar width	540		
Crank arm length	165		
Seatpost length	300		
Head tube length	85		
Hubset, Type	HyperGlide	Bottom bracket, Model	YST BB-612
Nutted f & r	6 spd freewheel	Shell width/ Axle	68/D3N
Spokes	36	Crankset bolt hole circle	Riveted
Front	238 14ga.	Headset size	22.2/30.0/27.0
Rear, D/ND	235/237 14ga.	Stack height	39.0 mm
R. Dropout width	130.0 mm	Stem, degrees rise	25
Tire size, Spec	24 x 1.95	Handlebar clamp diameter	25.4 mm
Max. Trek size	24 x 2.125	Seatpost diameter	22.2 mm
F. derailleur clamp size	28.6 mm / 11/8"	Gearing	28-38-48 x 14-16-18-21-24-28

Mountain Track 240

If you take a Mountain Track 220 and upgrade the equipment to Shimano Altus C90, you get a Mountain Track 240. That includes Shimano Altus C90 cranks.

Geometry and Fit *All measurements in millimeters*

Seat tube	13" (330 mm)	Weight	28.6 lbs. (13.00 kg)
Standover height	635/boy's 597/girl's		
Stem	60		
Handlebar width	540		
Crank arm length	160		
Seatpost length	300		
Head tube length	85		
Hubset, Type	HyperGlide	Bottom bracket, Model	BB-CT90
Nutted f & r	7 spd cassette	Shell width/ Axle length	68/116
Spokes	36	Crankset bolt hole circle	Riveted
Front	238 14ga.	Headset size	22.2/30.0/27.0
Rear, D/ND	236/238 14ga.	Stack height	39.0 mm
R. Dropout width	130.0 mm	Stem, degrees rise	25
Tire size, Spec	24 x 1.95	Handlebar clamp diameter	25.4 mm
Max. Trek size	24 x 2.125	Seatpost diameter	22.2 mm
F. derailleur clamp size	28.6 mm / 11/8"	Gearing	24-32-38 x 11-13-15-18-21-24-28

Mountain Track 260SHX

Same features as the Mountain Track 220, but with shocks. The SR DuoTrack 7005 suspension fork is rough and tough for youth action. Steel spring gives linear spring curve for smooth action throughout its travel range (1.5 inches). Elastomer topout and bottom-out bumpers. Can be upgraded to elastomer spring to reduce weight.

Geometry and Fit *All measurements in millimeters*

Seat tube	13" (330 mm)	Weight	31.2 lbx. (14.16 kg)
Standover height	635/boy's 597/girl's		
Stem	60		
Handlebar width	540		
Crank arm length	165		
Seatpost length	300		
Head tube length	85		
Hubset, Type	HyperGlide	Bottom bracket, Model	YST BB-612
Nutted f & r	6 spd freewheel	Shell width/ Axle	68/D3N
Spokes	36	Crankset bolt hole circle	Riveted
Front	238 14ga.	Headset size	22.2/30.0/27.0
Rear, D/ND	235/237 14ga.	Stack height	39.0 mm
R. Dropout width	130.0 mm	Stem, degrees rise	25
Tire size, Spec	24 x 1.95	Handlebar clamp diameter	25.4 mm
Max. Trek size	24 x 2.125	Seatpost diameter	22.2 mm
F. derailleur clamp size	28.6 mm / 11/8"	Gearing	28-38-48 x 14-16-18-21-24-28

Cruiser Classic

It's the fun of a classic cruiser, but with the addition of Trek's Lifetime Warranty, alloy rims, stainless spokes, and lots of handlebar padding. Which way to the beach?

Geometry and Fit *All measurements in millimeters*

Seat tube	19" (483 mm)	Weight	32.0 lbs. (14.53 kg)
Standover height	781		
Stem	4 bolts BMX type		
Handlebar width	700 with 132 mm rise		
Crank arm length	6.5" (165 mm)		
Seatpost length	300		
Head tube length	85		
Hubset, Type	Coaster	Bottom bracket, Model	One piece type
	Nutted f & r	Threading	28 TPI
Spokes	36	Crankset bolt hole circle	-
Front	264 14ga.	Headset size	22.2/30.0/27.0
Rear	261 14ga.	Stack height	32.5 mm
R. Dropout width	110.0 mm	Stem, degrees rise	-
Tire size, Spec	26 x 2.0	Handlebar clamp diameter	25.4 mm
Max. Trek size	26 x 2.125	Seatpost diameter	22.2 mm
F. derailleur clamp size	-	Gearing	40 x 18

Calypso

You mean its uphill to the beach? I'll take the Calypso. Cruiser Classic with rear derailleur and GripShift.

Geometry and Fit *All measurements in millimeters*

Seat tube	19" (483 mm)	Weight	34.6 lbs. (15.72 kg)
Standover height	781		
Stem	4 bolts BMX type		
Handlebar width	700 with 132 mm rise		
Crank arm length	6.5" (165 mm)		
Seatpost length	300		
Head tube length	85		
Hubset, Type	Threaded FW	Bottom bracket, Model	One piece type
	Nutted f & r	Threading	28 TPI
Spokes	36	Crankset bolt hole circle	-
Front	264 14ga.	Headset size	22.2/30.0/27.0
Rear, D/ND	262/264 14ga.	Stack height	32.5 mm
R. Dropout width	130.0 mm	Stem, degrees rise	-
Tire size, Spec	26 x 2.0	Handlebar clamp diameter	25.4 mm
Max. Trek size	26 x 2.125	Seatpost diameter	22.2 mm
F. derailleur clamp size	-	Gearing	40 x 14-16-18-21-24-28

800 Sport *Hi-Tensile frame with Cro-Moly seat tube Tourney with SIS thumb shifters*

What its for: Recreational riding on any terrain. Great first time bike. Neighborhoods, bike paths, or fire roads.

Who its for: First time rider. Recreational rider looking to get off pavement some. Person wanting upright position and stable, forgiving ride.

Benefits: Trek engineered HiTensile steel frame is strong and durable with Lifetime warranty. Cro-Moly seat tube resists fatigue and stretching from quick release. Brake levers with reach adjusters to fit the rider's hand size for even better stopping power on light-weight alloy rims.

High rise stem and padded anatomic seat are comfortable yet allow efficient cycling. Upright position makes control easy and visibility excellent.

18 speed SIS gear selection makes shifting easy. Cassette hub makes the rear wheel stronger. The quick release on the front wheel makes transporting bike much easier.

Retail Price $_____

Features
- *Great value in a recreational mountain bike*
- *Designed by Trek Engineering*
- *Shimano derailleurs and brakes*
- *18 speed SIS shifting*
- *Lots of sizes (including women's) with size specific components*
- *Aggressive, full width, all-round tire and alloy rims*

Frameset	Frame	HiTensile with outer butted Cro-Moly seat tube
	Fork	HiTensile
	Headset	YST HP-8002
Controls	Handlebars	Steel, 60 mm rise on women's
	Stem	Steel w/o cable hole
	Shifters	Shimano Tourney SIS thumb shifters
	Brake levers	Dia-Compe PC-1 w/reach adjuster
	Grips	Hi-Density foam
Brakes		Shimano Altus C90
Drivetrain	Crankset	SR
	Pedals	Victor VP-893-N
	F. derailleur	Shimano Tourney, down pull
	R. derailleur	Shimano Tourney GS
	Freewheel	Shimano HG20
	Chain	KMC UG50
Wheelset	Hubs	Joy Tech steel, with quick release front, nutted rear
	Rims	Alloy
	Tires	Trek Connection
	Tubes	Schraeder valve
	Spokes	Chrome plated
Seat		Trek Hi-Density foam
	Seatpost	Steel pin
	Seat binder	Cro-Moly quick release
Weight		30.69 lbs. (13.93 kg)
Color		Pearl Blue
		Teal Green/Black fade

Gearing

	24	32	38
14	—	62	73
16	41	54	64
18	36	48	57
21	31	41	49
24	27	36	43
28	23	31	—

Geometry and Fit *All measurements in millimeters*

	14.5	16.5	18	19.5	21	22.5	17W	20W
A. Head angle	70.0	70.0	70.5	70.5	70.5	70.5	69.5	70.0
B. Seat angle	73.0	73.0	72.5	72.5	72.5	72.0	72.5	72.0
C. Effective top tube	540	550	560	570	580	590	534	547
D. Chainstay length	436	436	436	436	436	436	436	436
E. Bottom bracket ht	291	293	295	295	295	297	284	296
F. Offset	43	43	43	43	43	43	45	45
G. Wheelbase	1031	1042	1044	1055	1066	1073	1031	1044
Trail	75	75	72	72	72	72	72	73
Standover height	686	711	731	758	794	832	NA	NA
Stem	100	100	100	100	120	120	100	100
Reach	588	594	604	614	633	643	588	591
Handlebar width	580	580	580	580	580	580	600	600
arm length	170	170	170	170	170	170	170	170
length	300	300	300	300	300	300	300	300
Head tube length	85	85	85	105	145	185	125	155

Hubset, Type	Threaded
F. quick release, r. bolt on	6 spd
Spokes	36
Front	264 14ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 1.95
Max. Trek size	26 x 2.35
Front derailleur clamp size	28.6mm/1 1/8"
Bottom bracket, Model	YST BB-612
Shell width/Axle	68/D3N
Crankset bolt hole circle	Riveted
Headset size	22.2/30.0/27.0
Stack height	39.0 mmCrank
Stem, degrees rise	45 (all)Seatpost
Handlebar clamp diameter	25.4mm
Seatpost diameter	22.2 mm

800 *HiTensile frame with Cro-Moly seat tube Altus C90 with GripShift*

Retail Price $_____

What its for: Recreational riding on any terrain. Great first time bike. Neighborhoods, bike paths, or fire roads.

Who its for: First time rider. Recreational rider looking to get off pavement. Person wanting upright position and stable, forgiving ride.

Benefits: Mountain Track design is stable and forgiving, easy to ride. Brake levers with reach adjusters fit the riders hand size. Cro-Moly seat tube is stiff so quick release works well over time. Lots of sizes for better fit.

High rise stem, padded anatomic seat, and Connection 1.9 inch tires are comfortable and allow efficient cycling. Upright position makes control easy and visibility excellent.

21 speed GripShift gear selection makes any terrain easier to tackle. Light weight Weinmann alloy rims make acceleration easy and stopping very positive. Quick releases on both wheels make it easier to transport or repair the bike.

Upgrades from 800 Sport
- *Shimano Altus C90 cranks and derailleurs*
- *GripShift with 21 speeds*
- *Quick releases on both wheels*
- *18 speed SIS shifting*
- *Weinmann alloy rims*

Frameset	Frame	HiTensile with outer butted Cro-Moly seat tube
	Fork	HiTensile
	Headset	YST HP-8002
Controls	Handlebars	Steel, 60 mm rise on women's
	Stem	Steel w/o cable hole
	Shifters	GripShift MRX-100
	Brake levers	C•Star 273P w/reach adjuster
	Grips	Hi-Density Foam
Brakes		Shimano Altus C90
Drivetrain	Crankset	Shimano Altus C90
	Pedals	Victor VP-893-N
	F. derailleur	Shimano Altus C90, down pull
	R. derailleur	Shimano Altus C90 GS
	Freewheel	Shimano HG30
	Chain	KMC UG50
Wheelset	Hubs	Joy Tech alloy, w/quick release both front and rear
	Rims	Weinmann 4019
	Tires	Trek Connection
	Tubes	Schraeder valve
	Spokes	Chrome plated
Seat		Trek Hi-Density foam
	Seatpost	Steel pin
	Seat binder	Cro-Moly quick release
Weight		29.8 lbs. (13.51 kg)
Color		Ice Violet
		Black
		Ice Silver/Ice Indigo Fade

Gearing

	24	32	38
11	—	79	93
13	50	66	79
15	43	58	68
18	36	48	57
21	31	41	49
24	27	36	43
28	23	31	—

Geometry and Fit *All measurements in millimeters*

	14.5	16.5	18	19.5	21	22.5	17W	20W
A. Head angle	70.0	70.0	70.5	70.5	70.5	70.5	69.5	70.0
B. Seat angle	73.0	73.0	72.5	72.5	72.5	72.0	72.5	72.0
C. Effective top tube	540	550	560	570	580	590	534	547
D. Chainstay length	436	436	436	436	436	436	436	436
E. Bottom bracket ht	291	293	295	295	295	297	284	296
F. Offset	43	43	43	43	43	43	45	45
G. Wheelbase	1031	1042	1044	1055	1066	1073	1031	1044
Trail	75	75	72	72	72	72	72	73
Standover height	686	711	731	758	794	832	NA	NA
Stem	100	100	100	100	120	120	100	100
Reach	588	594	604	614	633	643	588	591
Handlebar width	580	580	580	580	580	580	600	600
Crank arm length	170	170	170	170	170	170	170	170
Seatpost length	300	300	300	300	300	300	300	300
Head tube length	85	85	85	105	145	185	125	155

Hubset, Type	Compact HyperGlide 7 spd cassette
Spokes	36
Front	266 14ga.
Rear, D/ND	263/264 14ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 1.95
Max. Trek size	26 x 2.35
Front derailleur clamp size	28.6 mm/1 1/8"
Bottom bracket, Model	BB-CT90
Shell width/Axle length	68/116
Crankset bolt hole circle	Riveted
Headset size	22.2/30.0/27.0
Stack height	35.5 mm
Stem, degrees rise	45 (all)
Handlebar clamp diameter	25.4mm
Seatpost diameter	26.6 mm

820 *Full Cro-Moly with OS top tube Alivio/Acera-X with GripShift*

Retail Price $_____

What its for: Recreational riding on any terrain. Great first time bike. Neighborhoods, bike paths, or fire roads.

Who its for: First time rider looking for a lighter, stronger frame. Recreational rider looking to get off pavement. Person wanting upright position and stable, forgiving ride.

Benefits: Cro-Moly main tubes mean lighter, livelier ride. Lots of sizes, with size specific components, for an excellent fit. Brake levers with reach adjusters fit the riders hand size.

Comfortable, upright position. 21 speed GripShift gear selection. Shimano Acera-X cassette hub and rear derailleur for better shifting performance.

Weinmann aluminum rims mean lightweight, durable wheels and better stopping power. Connection is an aggressive all-round tire design good for both road and dirt.

Upgrades from 800
- *Cro-Moly main triangle*
- *Cro-Moly fork*
- *Shimano Acera-X rear derailleur and rear hub*
- *Alloy micro-adjust seat post*

Frameset	Frame	3 main tubes Cro-Moly, HiTensile stays
	Fork	Full Cro-Moly
	Headset	HPO1H
Controls	Handlebars	Steel (60 mm rise on women's)
	Stem	Steel Hi-rise
	Shifters	GripShift MRX100
	Brake levers	C•Star 274A
	Grips	GripShift Kraton
Brakes		Shimano Altus C90
Drivetrain	Crankset	Shimano Altus C90
	Pedals	Wellgo LU945, Cro-Moly spindles
	F. derailleur	Shimano Altus C90, down pull
	R. derailleur	Shimano Acera-X GS
	Freewheel	Shimano HG30
	Chain	KMC SS70
Wheelset	Hubs	F- Joy Tech
		R- Shimano Acera-X
	Rims	Weinmann 4019
	Tires	Trek Connection
	Tubes	Schraeder valve
	Spokes	Chrome plated
Seat		Trek Hi-Density foam, Terry on 17W, 20W
	Seatpost	SP242 alloy micro-adjust
	Seat binder	Cro-Moly quick release
Weight		29.0 lbs. (13.17 kg)
Color		Ice Teal/Indigo Fade
		Sage Green, and Ice Green

Gearing

	24	32	38
11	—	79	93
13	50	66	79
15	43	58	68
18	36	48	57
21	31	41	49
24	27	36	43
28	23	31	—

Geometry and Fit *All measurements in millimeters*

	14.5	16.5	18	19.5	21	22.5	24	17W	20W
A. Head angle	70.0	70.0	70.5	70.5	70.5	70.5	70.5	69.5	70.0
B. Seat angle	73.0	73.0	72.5	72.5	72.5	72.0	72.0	72.5	72.0
C. Effective top tube	540	550	560	570	580	590	600	534	547
D. Chainstay length	436	436	436	436	436	436	436	436	436
E. Bottom bracket ht	291	293	295	295	295	297	297	284	296
F. Offset	43	43	43	43	43	43	43	45	45
G. Wheelbase	1031	1042	1044	1055	1066	1073	1084	1031	1044
Trail	75	75	72	72	72	72	72	77	73
Standover height	686	711	731	758	794	832	868	NA	NA
Stem	100	100	100	100	120	120	120	100	100
Reach	588	594	604	614	633	643	653	588	591
Handlebar width	560	580	580	580	580	580	580	580	610
Crank arm length	170	170	170	170	170	170	170	170	170
Seatpost length	300	300	300	300	300	300	300	250	300
Head tube length	85	85	85	105	145	185	225	125	150

Hubset, Type	Compact HyperGlide 7 spd cassette
Spokes	36
Front	265 14ga.
Rear, D/ND	262/264 14ga.
R. Dropout width	135.0mm
Tire size, Spec	26 x 1.95
Max. Trek size	26 x 2.35
Front derailleur clamp size	28.6 mm/1 1/8"
Bottom bracket, Model	BB-CT90
Shell width/Axle length	68/116
Crankset bolt hole circle	Riveted
Headset size	22.2/30.0/27.0
Stack height	35.5 mm
Stem, degrees rise	45
Handlebar clamp diameter	25.4mm
Seatpost diameter	26.6 mm

830 *Full Cro-Moly with OS top tube-Alivio/Acera-X with GripShift*

What its for: Recreational riding on any terrain. Neighborhoods, bike paths, and off-road.

Who its for: Athletic first time rider. Sport rider looking for a full-feature mountain bike at a great price. Person wanting a more aggressive bike but with a more upright position.

Benefits: Trek engineered full Cro-Moly frame is extra strong and light, has suspension ready geometry and more aggressive positioning. Oversize top tube adds lateral rigidity for better control in rough terrain.

Shimano Alivio components with GripShift add shifting performance and a wider gear range.

Weinmann aluminum rims for lightweight, durable wheels and better stopping power. Stainless spokes won't rust. Big Kahuna tires with steering and drive specific treads give extra traction off-road.

Retail Price $_____

Upgrades from 820
- *Full Cro-Moly frame and fork*
- *More aggressive geometry*
- *Suspension ready design*
- *GripShift SRT 400*
- *Shimano Alivio components*
- *Big Kahuna tire system*
- *Stainless steel spokes*

Frameset	Frame	Full Cro-Moly w/ OS top tube
	Fork	Full Cro-Moly, including steerer
	Headset	HPO1H
Controls	Handlebars	Steel, 60 mm rise
	Stem	Steel
	Shifters	GripShift SRT 400
	Brake levers	C•Star 274A
	Grips	GripShift Kraton
Brakes		Shimano Altus C90
Drivetrain	Crankset	Shimano Acera-X
	Pedals	Wellgo LU945, Cro-Moly spindles
	F. derailleur	Shimano Acera-X Top Swing (M), down pull (W)
	R. derailleur	Shimano Alivio
	Freewheel	Shimano HG50-C
	Chain	KMC SS70
Wheelset	Hubs	Front- Joy Tech
		Rear- Shimano Acera-X
	Rims	Weinmann 4019
	Tires	Trek Big Kahuna system
	Tubes	Schraeder valve
	Spokes	Stainless
Seat		Trek Hi-Density foam; Terry on 17W, 20W
	Seatpost	SP242 alloy micro-adjust
	Seat binder	Cro-Moly quick release
Weight		27.8 lbs. (12.63 kg)
Color		Ice Blue/Violet Fade
		Black

Gearing

	24	34	42
11	—	83	103
13	50	71	87
15	43	61	76
18	36	51	63
21	31	44	54
24	27	38	47
28	23	33	—

Geometry and Fit *All measurements in millimeters*

	14.5	16.5	18	19.5	21	22.5	17W	20W
A. Head angle	70.0	70.0	70.5	70.5	70.5	70.5	69.5	70.0
B. Seat angle	73.0	73.0	72.5	72.5	72.5	72.0	72.5	72.0
C. Effective top tube	540	555	570	580	590	600	534	547
D. Chainstay length	430	430	430	430	430	430	436	436
E. Bottom bracket ht	291	293	295	295	295	297	284	296
F. Offset	43	43	43	43	43	43	445	45
G. Wheelbase	1025	1041	1048	1059	1070	1078	1031	1044
Trail	75	75	72	72	72	72	77	73
Standover height	694	719	738	767	804	841	NA	NA
Stem	100	100	100	100	120	120	100	100
Reach	588	598	614	624	643	653	578	591
Handlebar width	560	580	580	580	580	580	580	610
Crank arm length	170	170	175	175	175	175	170	170
Seatpost length	300	300	300	300	300	300	250	300
Head tube length	85	85	85	105	145	185	125	155

Hubset, Type	Compact HyperGlide
	7 spd cassette
Spokes	36
Front	265 14ga.
Rear, D/ND	262/264 14ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 2.1
Max. Trek size	26 x 2.35
Front derailleur clamp size	28.6 mm /1 1/8"
Bottom bracket, Model	BB-LP25
Shell width/Axle length	68/110
Crankset bolt hole circle	Riveted
Headset size	22.2/30.0/27.0
Stack height	35.5 mm
Stem, degrees rise	45
Handlebar clamp diameter	25.4 mm
Seatpost diameter	26.6 mm

830SHX *Full Cro-Moly with OS top tube-SR7005 suspension fork-Alivio/Acera-X with GripShift*

What its for: Recreational riding on any terrain. Neighborhoods, bike paths, and off-road.

Who its for: Athletic first time rider. Sport rider looking for a full-feature mountain bike at a great price. Person wanting a more aggressive bike but with extra comfort and control from suspension.

Benefits: Trek engineered full Cro-Moly frame is extra strong and light, has suspension ready geometry for the SR DuoTrack suspension fork for more comfort in the rough, giving better control with less fatigue. 15 degree stem keeps aggressive positioning. Oversize top tube adds lateral rigidity for better control in rough terrain.

Shimano Alivio components with GripShift add shifting performance and a wider gear range.

Weinmann aluminum rims for lightweight, durable wheels and better stopping power. Stainless spokes won't rust. Big Kahuna steering and drive specific tires gives extra traction off-road.

Retail Price $_____

Upgrades from 830
- *SR DuoTrack 7005 suspension fork*
- *15° rise stem*

Frameset	Frame	Full Cro-Moly w/ OS top tube
	Fork	SR DuoTrack 7005
	Headset	HPO1H
Controls	Handlebars	Steel
	Stem	Steel
	Shifters	GripShift SRT 400
	Brake levers	C•Star 274A
	Grips	GripShift Kraton
Brakes		Shimano Altus C90
Drivetrain	Crankset	Shimano Acera-X
	Pedals	Wellgo LU945, Cro-Moly spindles
	F. derailleur	Shimano Acera-X, Top Swing
	R. derailleur	Shimano Alivio GS
	Freewheel	Shimano HG50-C
	Chain	KMC SS70
Wheelset	Hubs	Front- Joy Tech
		Rear- Shimano Acera-X
	Rims	Weinmann 4019
	Tires	Trek Big Kahuna system
	Tubes	Schraeder valve
	Spokes	Stainless
Seat		Trek Hi-Density foam
	Seatpost	SP242 alloy micro-adjust
	Seat binder	Cro-Moly quick release
Weight		30.8 lbs. (13.99 kg)
Color		Ice Red

Gearing

	24	34	42
11	—	83	103
13	50	71	87
15	43	61	76
18	36	51	63
21	31	44	54
24	27	38	47
28	23	33	—

Geometry and Fit *All measurements in millimeters*

	14.5	16.5	18	19.5	21
A. Head angle	70.0	70.0	70.5	70.5	70.5
B. Seat angle	73.0	73.0	72.5	72.5	72.5
C. Effective top tube	540	555	570	580	590
D. Chainstay length	430	430	430	430	430
E. Bottom bracket ht.	291	293	295	295	295
F. Offset	43	43	43	43	43
G. Wheelbase	1025	1041	1048	1059	1070
Trail	75	75	72	72	72
Standover height	694	719	738	767	804
Stem	80	100	120	120	135
Reach	586	613	640	650	668
Handlebar width	560	580	580	580	580
Crank arm length	170	170	175	175	175
Seatpost length	300	300	300	300	300
Head tube length	85	85	85	105	145

Hubset, Type	Compact HyperGlide
	7 spd cassette
Spokes	36
Front	265 14ga.
Rear, D/ND	262/264 14ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 2.1
Max. Trek size	26 x 2.35
Front derailleur clamp size	28.6mm/1 1/8"
Bottom bracket, Model	BB-LP25
Shell width/Axle length	68/110
Crankset bolt hole circle	Riveted
Headset size	22.2/30.0/27.0
Stack height	35.5 mm
Stem, degrees rise	15
Handlebar clamp diameter	25.4 mm
Seatpost diameter	26.6 mm

850 *Full OS Cro-Moly - Alibio/STX with RapidFire Plus*

What its for: Recreational riding on any terrain, especially off-road. Neighborhoods, bike paths, off-road, and singletrack.

Who its for: Athletic first time mountain biker. Sport rider looking for more aggressive off-road performance, but at an economical price.

Benefits: Oversized Cro-Moly frame is extra strong and light, has suspension ready geometry and more aggressive positioning. Oversize tubing gives frame greater rigidity for better control in rough terrain, and better for hard pedaling, accelerations, and climbing.

Shimano Alivio RapidFire Plus shifters and STX rear derailleur with IG (Interactive Glide) system allows easy, quick, and smooth shifting both up and down the cassette. Size specific toe clips and straps add pedaling efficiency. Big Kahuna steering and drive specific tires gives extra traction off-road.

Retail Price $_____

Upgrades from 830
- *Oversize Cro-Moly tubing with 1 1/8" oversize steering system*
- *Shimano RapidFire Plus shifting and brake levers*
- *Shimano Acera-X front hub*
- *Shimano chain*
- *Shimano Acera-X brakes*
- *Araya GP710 rims*
- *Toe clips and straps*
- *Shimano (IG) Interactive Glide*

Frameset	Frame	Oversize Cro-Moly
	Fork	Cro-Moly, including steerer
	Headset	OV850
Controls	Handlebars	Alloy
	Stem	Cro-Moly
	Shifters	Shimano Alivio RapidFire Plus
	Brake levers	Shimano Alivio
	Grips	Trek Kraton
Brakes		Shimano Acera-X
Drivetrain	Crankset	Shimano Alivio
	Pedals	Wellgo LU945 w/Medium clips and straps (14.5-16.5) Large clips and straps (18-22.5)
	F. derailleur	Shimano Alivio Top Swing
	R. derailleur	Shimano STX GS
	Freewheel	Shimano IG50
	Chain	Shimano IG30
Wheelset	Hubs	Shimano Acera-X
	Rims	Araya GP710
	Tires	Trek Big Kahuna system
	Tubes	Schraeder valve
	Spokes	Stainless
Seat		Trek Hi-Density foam
	Seatpost	SP242 alloy micro-adjust
	Seat binder	Cro-Moly quick release
Weight		28.2 lbs. (12.83 kg)
Color		Steel Blue/Mercury fade Ice Green

Gearing

	24	34	42
11	—	83	103
13	59	71	87
15	43	61	76
18	36	51	63
21	31	44	54
24	27	38	47
28	23	33	—

Geometry and Fit *All measurements in millimeters*

	14.5	16.5	18	19.5	21	22.5
A. Head angle	70.0	70.0	70.5	70.5	70.5	70.5
B. Seat angle	73.0	73.0	72.5	72.5	72.5	72.0
C. Effective top tube	540	555	570	580	590	600
D. Chainstay length	430	430	430	430	430	430
E. Bottom bracket ht.	291	293	295	295	295	297
F. Offset	43	43	43	43	43	43
G. Wheelbase	1025	1041	1048	1059	1070	1078
Trail	75	75	72	72	72	72
Standover height	694	719	738	767	804	841
Stem	90	105	120	135	135	135
Reach	615	632	658	679	689	699
Handlebar width	560	560	560	560	560	560
Crank arm length	170	170	175	175	175	175
Seatpost length	300	300	300	300	300	300
Head tube length	85	85	85	105	145	185

Hubset, Type	Compact HyperGlide 7 spd cassette
Spokes	36
Front	265 14ga.
Rear, D/ND	262/263 14ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 2.1
Max. Trek size	26 x 2.35
Front derailleur clamp size	28.6 mm/1 1/8"
Bottom bracket, Model	BB-LP25
Shell width/ Axle length	68/110
Crankset bolt hole circle	67 mm
Headset size	25.4/34.0/30.0
Stack height	35.0 mm
Stem, degrees rise	90/ 15°, 105-135/ 24°
Handlebar clamp diameter	25.4 mm
Seatpost diameter	26.6 mm

Shimano Mountain Bike Group Comparison

	Altus C90	Acera-X	Alivio	STX	STX-RC	LX	XT	XTR
Materials								
Aluminum	•	•	•	•	•	•	•	•
Steel	•	•	•	•				
Resin	•	•						
Front derailleur								
Top Swing design	•	•	•					
Rear derailleur								
Advanced Light Action	•	•	•	•	•	•	•	•
IG			•	•	•			
Shifter/Brake levers								
Advanced Light Action	•	•	•	•	•	•	•	•
RapidFire Plus			•	•	•	•	•	•
RapidFire TX	•	•						
Upshifts per stroke, front	1	1	1	2	2	2	2	2
Downshifts per stroke, front	1	1	3	3	3	4	4	4
8 speed						•	•	•
Brake lever reach adjuster		•	•	•	•	•	•	•
Optical Gear Display								
Above bar slide type					•	•	•	•
Below bar slide type		•	•	•				
Dial type	•							
Servo Wave						option	•	•
Cantilevers								
M-System	•	•	•	•	•	•	•	•
Easy access cable bolt	•	•	•	•	•	•	•	
Bushing-type mounting						•	•	
AntiVibration System		•	•	•	•			
Stainless nuts and bolts			some	some	•	•	•	•
Cartridge brake pad					•	•	•	•
Cranksets								
HyperDrive-C	•	•	•	•	•	•	•	
Bolt on type chainrings			•	•	•	•	•	•
# of alloy rings					1	2	2	2
SGX rings						•	•	•
SGX-II rings	•	•	IG	IG	IG			
8 mm fixing bolt			•	•	•	•	•	Ti
Hubs								
Parallax	•	•	•	•	•	•	•	•
Nutted hubs	R							
Aluminum QR			lever	•	•	•	•	•
IG cassette			•	•	•			
Stainless ball bearings								•
Suspension front axle				•	•	•	•	•
Aluminum axle							F	F
Alloy spider w/steel cogs							•	•
Number of cogs	6 or 7	7	7	7	7	8	8	8
11T compatible	•	•	•	•	•	•	•	•

Signature Sequential TIG Welding

What is Signature Sequential TIG welding?

It's a very high tech frame building system developed by Trek for their Cro-Moly bikes including the SingleTracks, U.S. built Cro-Moly hybrids, the 520, and the Trek tandems.

What's high tech about welding? I thought all bikes were welded.

Many bikes are TIG welded (TIG = Tungsten Inert Gas), which means that while an electric arc from a Tungsten welding tip brings the frame tubes to their melting point, an Inert Gas (gas without oxygen) is flowed over the red-hot part of the molten frame tubes. This gas keeps oxygen from combining chemically with the steel, which would weaken the frame. When the molten steel cools, the tube joint become a solid, single piece. But Trek's process makes for a better quality welded bike.

Like how?

Well, first Trek engineers design the geometry of the bike. They also design the tubing.

Wow, you mean Trek makes its own tubing, too?

No, Trek doesn't make their own tubing, but its not off-the-shelf stuff either. Trek engineers do a lot of research and development to come up with special tube sizes and thicknesses. Radical butting. Good stiffness to strength to weight ratios. Stuff that makes Trek bikes stronger and ride better, but they're still light.

So the tubing is different. That's it?

That's just the start. For accurate welded frames, the tubing lengths and miters should be really exact.

What's a miter?

That's the way you cut funny looking curves into the tubing ends to make two tubes fit together smoothly. If its done right, the frame is more accurate and the frame joint is stronger.

What does Trek do that's different?

Most factories use a punch or a mill to miter their tubes. Either one leaves sharp, ragged edges to the tube, and as the cutter wears, its not as accurate so the tube length varies. Trek uses a laser, so the tubing is cut with a beam of light. It never wears, and because its controlled by a computer its really accurate. Also, the tube is always cut at a 90° angle to the tube wall, so its always got a thick edge for better welding.

How does the thick edge make a better weld?

When you weld, you actually melt the tube a bit. After it cools the melted portions are like one piece. If you weld a thin piece, it won't be as strong. But with laser mitering, the welder always works with a thick edge. Also, the 90° edge makes a little gap that lets heat into the joint better. Better heat penetration means a more complete weld, and that means more strength.

OK. I can tell there's more.

Trek also uses size and model specific jigs.

What's a jig?

A jig is a special device that holds the tubing in place while you weld it. Other factories use adjustable jigs so that they can build more models and brands of bikes, without having a lot of money tied up in jigs. But when you adjust them, there's a lot of error possible. With our size and model specific jigs, every frame that comes down the line is exactly like the last one, because you can't change the jig. With this system, you never see frames with the wrong angles or dimensions.

So where does the 'Signature' come in?

Well, first of all, Signature Sequential TIG welding is sequentially welded by hand. After one of our welders has completed a frame, he or she signs a small card that's attached to every frame that's used by the Quality Control department- that's where the Signature comes from.

What is sequential welding?

When you apply high heat to a metal, it tends to warp, sort of like the way a cookie sheet twists and pops in the oven. By following a special order, or sequence of welds as the frame is assembled, we can control the warping by making the frame pull itself back into alignment. Its time consuming, but with the lightweight tubing we use, we don't want to do a lot of cold setting to our frames. Also, remember the part of TIG where you keep the oxygen away from the molten steel? By only doing part of each joint and letting it cool while the gas flows over it, we do a better job of keeping the oxygen away from the red hot weld zone. If you went all the way around each joint with your welder, some material would still be red hot when exposed to the oxygen in the air.

So why do the welders sign the little card?

That's so we can monitor their work. Every single frame that comes from the welders is checked for alignment on a light table, plus they're also checked thoroughly for uniformity and good looks. Its basically the same thing a high quality custom builder would do.

Oh. That seems pretty basic. When you said quality control, I was thinking of white lab coats and such.

Well, we do that too, but its really not necessary to have the lab coat types check every frame. They check random frames throughout every work day with X-rays and dye penetrant testing. These special procedures show up things you can't see with the naked eye. If there's ever a problem, every frame done by a particular welder can be checked more thoroughly, because WE HAVE THEIR SIGNATURE on them. So that's the real reason for the Signature. It guarantees the quality of every Trek bike.

Wow. X-rays and lasers. You'd think that bikes built like that would cost a lot more.

Trek engineers have a lot of bike building experience, and they've been able to design a really great process with our Signature Sequential TIG welding. Remember, its Trek's newest technology, and we've learned a lot over the years as we developed things like bonding, OCLV, and designing and building our own factory. With Trek's Signature Sequential TIG welding, you benefit from our experience that comes from building over a million bicycles.

True Temper Tubing

All the SingleTrack models use triple butted tubing in the main triangle. By using three butt thicknesses instead of two, additional weight can be removed from the frame, while maintaining the strength required for hard riding. The SingleTracks also have hidden features, like internal reinforcements in the head tube and seat tube to reinforce these critical areas while allowing the use of really light weight and oversize tubing.

The 970, 970SHX, and the 990 use OX-3 tubing, which is heat treated. The heat treatment increases strength (by about 20%), so less material is needed. This again reduces the frame weight, and also adds to the lively feel that the SingleTracks are known for. On the 970, 970SHX, and the 990, the stays are thinner at the ends, but left thick under the cantilever bosses. This reduces the weight without losing any of the seatstay's torsional and bending stiffness which is required for great braking response. The 930, 930SHX, and 950 use straight gauge Cro-Moly stays.

Another new feature for 1995 is the improved cable routing. All the cables go the long way around the head tube for smooth, almost friction free cable routing. The rear brake cable is routed through a 'macaroni' at the seat tube, eliminating the need for the BAU (Brake Actuation Adjuster) used in 1994.

Fitting a SingleTrack

Since SingleTracks have raised bottom brackets (compared to a road bike) and this rider may want to dismount in rough or uneven terrain, more clearance over the top tube is desirable.

Our engineers designed the SingleTracks to fit best with 2 to 6 inches of clearance over the top tube. Using this sizing, most riders will find at least two sizes which fit. Of these two sizes, choose the bike with the rider's preference for reach and handlebar height.

Please note that with the new 13" and 22.5" sizes, you'll be able to fit more folks on SingleTracks than ever before.

Mechanics Notes

Those little clear plastic things- When assembling the SingleTracks, you'll notice that we no longer include the protective cable sheathing for the top tube. Instead, look in the baggy with the brake straddlewires. You'll find three sets of three tiny, clear plastic donuts which break apart to slide over the top tube cables to protect the frame. With the slotted housing stops, the top tube bumpers also allow easy lubrication of the cables for best performance.

Suspension Ready Geometry- The entire SingleTrack line is suspension ready, but with a slightly different fork length specification than the 830 and 850. This is because the SingleTracks are designed to accommodate longer travel forks like Rock Shox Quadras or air/oil forks. For the SingleTracks, the axle to fork crown race seat dimension is 408 mm.

ACSD AntiChain Suck Device- Unfortunately, the ugliness of chainsuck is an off-road fact of life. Even with the best equipment in great shape, a little mud can stick a chain to a chainring in nothing flat. The Trek ACSD is the best protection there is for protecting those tender chainstays.

If the chainrings are bent or misaligned, it is critical that they be straightened before performing this adjustment. Position the ACSD plate so that there is between 1 and 2 mm of clearance between the ACSD and any part of the chainrings. Tighten the ACSD adjusting bolts. Test ride the bike to make sure the chainrings do not rub under deflection.

Single Track frame weight (18" 930):	**2350 gm (5.17 pounds)**
Single Track OX-3 frame weight (18" 970):	**2130 gm (4.69 pounds)**
System 1 Cro-Moly straight gauge fork (18"):	**967 gm (2.13 pounds)**
System 2 Cro-Moly taper gauge fork (18"):	**855 gm (1.88 pounds)**

930 *True Temper triple butted Cro-Moly - STX with GripShift*

Retail Price $_____

What its for: Performance riding on rougher terrain. Neighborhoods, bike paths, and off-road. Singletrack.

Who its for: Athletic rider. Performance rider looking for sporty off-road fun. Person wanting a more aggressive bike.

Benefits: Oversize True Temper triple butted Cro-Moly tubing gives frame greater rigidity for better control in rough terrain. Also makes frame more efficient for better response to hard pedaling, like climbing. Triple butted tubing is even lighter than double butting and allows better flex for comfort and shock absorption. Signature Sequential TIG welding gives uncompromising frame construction.

Shimano STX with GripShift and IG (Interactive Glide) makes both up and down shifting on the cassette super smooth.

Lightweight and super strong Matrix rims have inverted sidewalls for maximum cantilever power. Psycho KS tires are light, yet have a large footprint for great traction.

Upgrades from 850
- *Made in the U.S.A.*
- *True Temper custom butted tubing*
- *Signature Sequential TIG welding*
- *Shimano STX cranks and front derailleur*
- *Tioga Psycho tires on Matrix SingleTrack Pro rims*
- *System components*
- *More aggressive position with lots of cockpit room*

Frameset	Frame	True Temper triple-butted Cro-Moly
	Fork	System 1 Cro-Moly
	Headset	Tange Seiki OV-21
Controls	Handlebars	System 1 ATB
	Stem	System 1 ATB
	Shifters	GripShift SRT-400
	Brake levers	Dia-Compe PC-7
	Grips	GS334 GripShift 'logo' grip
Brakes		Shimano Alivio
Drivetrain	Crankset	Shimano STX
	Pedals	System 1 ATB w/Medium clips and straps (13-16.5), Large clips and straps (18-22.5)
	F. derailleur	Shimano STX, top pull
	R. derailleur	Shimano STX GS
	Freewheel	Shimano IG50
	Chain	Shimano IG30
Wheelset	Hub, Front	System 2
		RearShimano Alivio
	Rims	Matrix SingleTrack Pro
	Tires	Tioga Psycho KS
	Tubes	Presta valve
	Spokes	Stainless
Seat		Vetta Turbo Comfort Flex, steel rails, black Torino cover, Terry on 13"
	Seatpost	System 1 with QuickCleat top cap
	Seat binder	System Steel with System 2 quick release
Weight		26.1 lbs. (11.83 kg)
Color		Dry Ice Green/Blue Fade -or- Ice Teal

Gearing

	22	32	42
11	—	79	103
13	46	66	87
15	40	58	76
18	33	48	63
21	28	41	54
24	25	36	47
28	21	31	—

Geometry and Fit *All measurements in millimeters*

	13	16.5	18	19.5	21	22.5
A. Head angle	70.5	70.5	71.0	71.0	71.0	71.0
B. Seat angle	73.5	73.5	73.0	73.0	73.0	72.5
C. Effective top tube	542	560	580	590	600	610
D. Chainstay length	430	430	430	430	430	430
E. Bottom bracket ht	288	295	298	298	298	300
F. Offset	38	38	38	38	38	38
G. Wheelbase	1022	1043	1055	1066	1077	1083
Trail	78	78	75	75	75	75
Standover height	675	728	749	774	811	849
Stem	90	105	120	135	135	150
Reach	621	652	679	702	712	734
Handlebar width	560	560	560	560	560	560
Crank arm length	170	175	175	175	175	175
Seatpost length	300	300	350	350	350	350
Head tube length	90	90	90	105	145	185

Hubset, Type	Compact HyperGlide
	7 spd cassette
Spokes	32
Front	267 14ga.
Rear, D/ND	265/266 14ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 1.95
Max. Trek size	26 x 2.35
Front derailleur clamp size	31.8 mm/1 1/4"
Bottom bracket, Model	BB-LP25
Shell width/Axle length	73/110 or 113
Crankset bolt hole circle	58/94
Headset size	25.4/34.0/30.0
Stack height	33.0 mm
Stem, degrees rise	10 (90-120)
	15 (135-150)
Handlebar clamp diameter	25.4 mm
Seatpost diameter	27.2 mm

930 SHX *True Temper triple butted Cro-Moly - Rock Shox Quadra 5 - STX with GripShift*

Retail Price $_____

What its for: Performance riding on any terrain, especially off-road. Neighborhoods, bike paths, off-road. Singletrack.

Who its for: Athletic mountain biker wanting more comfort from suspension for more aggressive off-road riding.

Benefits: Oversize True Temper triple butted Cro-Moly tubing gives frame greater rigidity for better control in rough terrain. Triple butted tubing allows better flex for comfort and shock absorption. Signature Sequential TIG welding gives uncompromising frame construction.

High quality Rock Shox Quadra 5 elastomer suspension fork is adjustable for rider weight for more comfort resulting in better control and less fatigue. AheadSet and System 2 front suspension hub add stiffness for better steering control.

Lightweight and super strong Matrix rims have inverted sidewalls for maximum cantilever power. Psycho KS tires are light, but with large 'footprint' for great traction.

Upgrades from 930
- *Rock Shox Quadra 5 elastomer suspension fork*
- *Dia-Compe St-2 AheadSet*
- *System 2 Direct Connect stem*
- *System 1 bar ends*

Frameset	Frame	True Temper triple-butted Cro-Moly
	Fork	Rock Shox Quadra 5
	Headset	Dia-Compe ST-2
Controls	Handlebars	System 1 ATB
	Bar ends	System 1
	Stem	System 2 ATB Direct Connect
	Shifters	GripShift SRT-400
	Brake levers	Dia-Compe PC-7
	Grips	GS334 GripShift 'logo' grip
Brakes		Shimano Alivio
Drivetrain	Crankset	Shimano STX
	Pedals	System 1 ATB w/ Medium clip and strap (13-16.5), Large clip and strap (18-22.5)
	F. derailleur	Shimano STX, top pull
	R. derailleur	Shimano STX GS
	Freewheel	Shimano IG50
	Chain	Shimano IG30
Wheelset	Hub, Front	System 2
		RearShimano Alivio
	Rims	Matrix SingleTrack Pro
	Tires	Tioga Psycho KS
	Tubes	Presta valve
	Spokes	Stainless
Seat		Vetta Turbo Comfort Flex, steel rails, black Torino cover, Terry on 13"
	Seatpost	System 1 with QuickCleat top cap
	Seat binder	System Steel with System 2 Quick Release
Weight		26.8 lbs. (12.17 kg)
Color		Ice Copper/Black Fade

Gearing

	22	32	42
11	—	79	103
13	46	66	87
15	40	58	76
18	33	48	63
21	28	41	54
24	25	36	47
28	21	31	—

Geometry and Fit *All measurements in millimeters*

	13	16.5	18	19.5	21	22.5
A. Head angle	70.5	70.5	71.0	71.0	71.0	71.0
B. Seat angle	73.5	73.5	73.0	73.0	73.0	72.5
C. Effective top tube	542	560	580	590	600	610
D. Chainstay length	430	430	430	430	430	430
E. Bottom bracket ht	288	295	298	298	298	300
F. Offset	38	38	38	38	38	38
G. Wheelbase	1022	1043	1055	1066	1077	1083
Trail	78	78	75	75	75	75
Standover height	675	728	749	774	811	849
Stem	90	105	120	135	135	135
Reach	621	652	683	707	717	727
Handlebar width	560	560	560	560	560	560
Crank arm length	170	175	175	175	175	175
Seatpost length	300	300	350	350	350	350
Head tube length	90	90	90	105	145	185

Hubset, Type	Compact HyperGlide
	7 spd cassette
Spokes	32
Front	267 14ga.
Rear, D/ND	265/266 14ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 1.95
Max. Trek size	26 x 2.35
Front derailleur clamp size	31.8 mm/1 1/4"
Bottom bracket, Model	BB-LP25
Shell width/ Axle length	73/110 or 113
Crankset bolt hole circle	58/94
Headset size	25.4/34.0/30.0
Stack height	25.5 mm
Stem, degrees rise	10
Handlebar clamp diameter	25.4 mm
Steerer clamp height	40 mm
Seatpost diameter	27.2 mm

950 *True Temper triple butted Cro-Moly - STX with GripShift*

Retail Price $_____

What its for: Singletrack. Off-road. Performance riding on rougher terrain.

Who its for: Athletic rider. Performance rider looking for a sporty off-road ride. Person wanting a more aggressive bike.

Benefits: Oversize True Temper triple butted Cro-Moly tubing gives frame greater rigidity for better control in rough terrain. Triple butted tubing is even lighter than double butting and allows better flex for comfort and shock absorption. Signature Sequential TIG welding gives uncompromising frame construction.

New STX-RC group uses IG (Interactive Glide) for smooth shifting both directions on the cassette.

Matrix SingleTrack Pro rims have inverted sidewalls for positive cantilever power and with double butted spokes are light and super strong. Psycho KS tires are light, and a large footprint means great traction.

Upgrades from 930
- *Shimano STX-RC RapidFire Plus*
- *Double butted spokes*
- *System 2 handlebars and stem*

Frameset	Frame	True Temper custom butted Cro-Moly
	Fork	System 1 Cro-Moly
	Headset	Tange Seiki OV-21
Controls	Handlebars	System 2 ATB
	Stem	System 2 ATB
	Shifters	Shimano STX-RC RapidFire Plus
	Brake levers	Shimano STX-RC
	Grips	Trek Pro Lite
Brakes		Shimano STX-RC
Drivetrain	Crankset	Shimano STX-RC
	Pedals	System 1 w/ Medium toe clips and straps (13-16.5) Large toe clips and straps (18-22.5)
	F. derailleur	Shimano STX-RC, top pull
	R. derailleur	Shimano STX-RC GS
	Freewheel	Shimano IG60
	Chain	Shimano IG50
Wheelset	Hub, Front	System 2
	Rear	Shimano STX-RC
	Rims	Matrix SingleTrack Pro
	Tires	Tioga Psycho KS
	Tubes	Presta valve
	Spokes	Sapim stainless, double butted
Seat		Vetta TT TriShock Wide Racing, steel rails, black Torino cover, Terry on 13"
	Seatpost	System 1 with QuickCleat top cap
	Seat binder	System Steel with System 2 Quick Release
Weight		25.6 lbs. (11.64 kg)
Color		Violet/Green fade -or- Ice Copper

Gearing

	22	32	42
11	—	79	103
13	46	66	87
15	40	58	76
18	33	48	63
21	28	41	54
24	25	36	47
28	21	31	—

Geometry and Fit *All measurements in millimeters*

	13	16.5	18	19.5	21	22.5
A. Head angle	70.5	70.5	71.0	71.0	71.0	71.0
B. Seat angle	73.5	73.5	73.0	73.0	73.0	72.5
C. Effective top tube	542	560	580	590	600	610
D. Chainstay length	430	430	430	430	430	430
E. Bottom bracket ht	288	295	298	298	298	300
F. Offset	38	38	38	38	38	38
G. Wheelbase	1022	1043	1055	1066	1077	1083
Trail	78	78	75	75	75	75
Standover height	675	728	749	774	811	849
Stem	90	105	120	135	135	150
Reach	624	656	685	708	718	728
Handlebar width	560	560	560	560	560	560
Crank arm length	170	175	175	175	175	175
Seatpost length	300	300	350	350	350	350
Head tube length	90	90	90	105	145	185

Hubset, Type	Compact HyperGlide 7 spd cassette
Spokes	32
Front	267 14/15ga.
Rear, D/ND	265/266 14/15ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 1.95
Max. Trek size	26 x 2.35
Front derailleur clamp size	31.8 mm/1 1/4"
Bottom bracket, Model	BB-LP25
Shell width/ Axle length	73/110 or 113
Crankset bolt hole circle	58/94
Headset size	25.4/34.0/30.0
Stack height	33.0 mm
Stem, degrees rise	5 (90-105) 10 (120-150)
Handlebar clamp diameter	25.4 mm
Seatpost diameter	27.2 mm

970 *True Temper OX-3 heat treated triple butted Cro-Moly - LX/XT with GripShift*

Retail Price $_____

What its for: Singletrack. Off-road. Performance riding or racing on any terrain. Ultra performance.

Who its for: Athletic mountain biker. Racer or performance rider looking for hard core off-road bike.

Benefits: True Temper OX-3 triple butted, heat treated Cro-Moly frame is stronger and lighter. Tapered stays with thick butts under the cantilever bosses are lighter but still stiff for great braking. Taper gauge System 2 Cro-Moly fork is lighter, more shock absorptive. Signature Sequential TIG welding gives uncompromising frame construction.

Shimano LX 8 speed rear hub, XT rear derailleur, and GripShift give positive gear selection over 24 gear range.

Lightweight and super strong Matrix VooDoo rims are welded and machined for smooth stopping power. Psycho K tires have Kevlar® beads to make the wheels even lighter for better acceleration.

Upgrades from 950
- *OX-3 heat treated, triple butted tubing*
- *System 2 Cro-Moly fork*
- *Dia-Compe ST-2 AheadSet and System 2 Direct Connect stem*
- *8 speed cassette*
- *Shimano LX cranks, front derailleur, and shifter*
- *Shimano XT rear derailleur*
- *Psycho K tires on Matrix VooDoo rims*

Frameset	Frame	True Temper OX-3 Triple butted Cro-Moly
	Fork	System 2 Cro-Moly
	Headset	Dia-Compe ST-2
Controls	Handlebars	System 2 ATB
	Stem	System 2 ATB Direct Connect
	Shifters	GripShift SRT-800 X-RAY
	Brake levers	Dia-Compe PC-7
	Grips	Trek Pro Groove
Brakes		Shimano STX-RC
Drivetrain	Crankset	Shimano LX
	Pedals	System 2 w/ Medium toe clips and straps (13-16.5) Large toe clips and straps (18-22.5)
	F. derailleur	Shimano LX, top pull
	R. derailleur	Shimano XT SGS
	Freewheel	Shimano HG70
	Chain	Shimano HG70
Wheelset	Hub, Front	System 2
	Rear	Shimano LX
	Rims	Matrix VooDoo
	Tires	Tioga Psycho K, Kevlar® beads
	Tubes	Presta valve
	Spokes	Sapim stainless, double butted
Seat		Vetta TT TriShock Racing, manganese rails, black Torino cover
	Seatpost	System 2
	Seat binder	System Steel with integral binder bolt
Weight		23.9 lbs. (10.87 kg)
Color		Saturn

Gearing

	22	32	42
11	—	79	103
12	49	72	94
14	42	62	81
16	37	54	71
18	33	48	63
21	28	41	54
24	25	36	47
28	21	31	—

Geometry and Fit *All measurements in millimeters*

	13	16.5	18	19.5	21	22.5
A. Head angle	70.5	70.5	71.0	71.0	71.0	71.0
B. Seat angle	73.5	73.5	73.0	73.0	73.0	72.5
C. Effective top tube	542	560	580	590	600	610
D. Chainstay length	430	430	430	430	430	430
E. Bottom bracket ht	288	295	298	298	298	300
F. Offset	38	38	38	38	38	38
G. Wheelbase	1022	1043	1055	1066	1077	1083
Trail	78	78	75	75	75	75
Standover height	675	728	749	774	811	849
Stem	90	105	120	135	135	135
Reach	621	652	683	707	717	727
Handlebar width	560	560	560	560	560	560
Crank arm length	170	175	175	175	175	175
Seatpost length	300	300	350	350	350	350
Head tube length	90	90	90	105	145	185

Hubset, Type	Compact HyperGlide 8 spd cassette
Spokes	32
Front	267 14/15ga.
Rear, D/ND	265/266 14/15ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 1.95
Max. Trek size	26 x 2.35
Front derailleur clamp size	31.8 mm /1 1/4"
Bottom bracket, Model	BB-UN51
Shell width/ Axle length	73/110 or 113
Crankset bolt hole circle	58/94
Headset size	25.4/34.0/30.0
Stack height	24.5 mm
Stem, degrees rise	10
Handlebar clamp diameter	25.4 mm
Steerer clamp height	40 mm
Seatpost diameter	27.2 mm

970SHX *True Temper OX-3 triple butted Cro-Moly - Rock Shox Quadra 21 LX/XT with GripShift*

Retail Price $_____

Upgrades from 970
- *Rock Shox Quadra 21 elastomer suspension fork*
- *System 1 bar ends*

What its for: Singletrack. Off-road. Performance riding or racing on any terrain. Ultra performance.

Who its for: Athletic rider. Racer or performance rider looking for hard core off-road bike with the comfort of suspension.

Benefits: True Temper OX-3 triple butted, heat treated Cro-Moly frame is stronger and lighter. Tapered stays with thick butts under the cantilever bosses are lighter but still stiff for great braking. Signature Sequential TIG welding gives uncompromising frame construction.

Rock Shox Quadra 21 elastomer suspension fork is adjustable without tools. System 3 sealed front suspension hub adds steering control. Shimano LX 8 speed rear hub, XT rear derailleur, and GripShift give positive shifting. System 1 bar ends make climbing easier.

Lightweight and super strong Matrix VooDoo rims are welded and machined for smooth, positive stops. Psycho K tires have Kevlar® beads to make the wheels even lighter for better acceleration.

Frameset	Frame	True Temper OX-3 triple butted Cro-Moly
	Fork	Rock Shox Quadra 21
	Headset	Dia-Compe ST-2
Controls	Handlebars	System 2 ATB
	Bar ends	System 1
	Stem	System 2 ATB Direct Connect
	Shifters	GripShift SRT-800 X-RAY
	Brake levers	Dia-Compe PC-7
	Grips	Trek Pro Groove
Brakes		Shimano STX-RC
Drivetrain	Crankset	Shimano LX
	Pedals	System 2 w/ Medium toe clips and straps (13-16.5) Large toe clips and straps (18-22.5)
	F. derailleur	Shimano LX, top pull
	R. derailleur	Shimano XT SGS
	Freewheel	Shimano HG70
	Chain	Shimano HG70
Wheelset	Hub, Front	System 3
	Rear	Shimano LX
	Rims	Matrix VooDoo
	Tires	Tioga Psycho K, Kevlar® beads
	Tubes	Presta valve
	Spokes	Sapim stainless, double butted
Seat		Vetta TT TriShock Racing, manganese rails, black Torino cover
	Seatpost	System 2
	Seat binder	System Steel with integral binder bolt
Weight		26.0 lbs. (11.80 kg)
Color		Saturn

Gearing

	22	32	42
11	—	79	103
12	49	72	94
14	42	62	81
16	37	54	71
18	33	48	63
21	28	41	54
24	25	36	47
28	21	31	—

Geometry and Fit *All measurements in millimeters*

	13	16.5	18	19.5	21	22.5
A. Head angle	70.5	70.5	71.0	71.0	71.0	71.0
B. Seat angle	73.5	73.5	73.0	73.0	73.0	72.5
C. Effective top tube	542	560	580	590	600	610
D. Chainstay length	430	430	430	430	430	430
E. Bottom bracket ht	288	295	298	298	298	300
F. Offset	38	38	38	38	38	38
G. Wheelbase	1022	1043	1055	1066	1077	1083
Trail	78	78	75	75	75	75
Standover height	675	728	749	774	811	849
Stem	90	105	120	135	135	135
Reach	621	652	683	707	717	727
Handlebar width	560	560	560	560	560	560
Crank arm length	170	175	175	175	175	175
Seatpost length	300	300	350	350	350	350
Head tube length	90	90	90	105	145	185

Hubset, Type	Compact HyperGlide 8 spd cassette
Spokes	32
Front	267 14/15ga.
Rear, D/ND	265/266 14/15ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 1.95
Max. Trek size	26 x 2.35
Front derailleur clamp size	31.8 mm /1 1/4"
Bottom bracket, Model	BB-UN51
Shell width/ Axle length	73/110 or 113
Crankset bolt hole circle	58/94
Headset size	25.4/34.0/30.0
Stack height	24.5 mm
Stem, degrees rise	10
Handlebar clamp diameter	25.4 mm
Steerer clamp height	40 mm
Seatpost diameter	27.2 mm

990 *Tru Temper OX-3 heat treated triple butted Cro-Moly - XT with GripShift*

Retail Price $_____

Upgrades from 970
- *Shimano XT cranks, front derailleur, brakes, freewheel, chain*
- *Tioga Psycho KR tires*
- *System 3 handlebars and stem, front suspension hub*
- *Vetta TT TriShock seat with leather cover*
- *Tioga Climan II pedals*

What its for: Singletrack. Off-road. Performance riding or racing on rougher terrain. Ultra performance.

Who its for: Athletic rider. Racer or performance rider looking for hard core off-road bike.

Benefits: True Temper OX-3 triple butted, heat treated Cro-Moly frame is stronger and lighter. Tapered stays with thick butts under the cantilever bosses are lighter but still stiff for great braking.

Shimano XT equipment with GripShift is lightweight, yet rugged and durable. System 3 handlebars, stem, and front suspension hub reduce weight and add strength. Tioga 'Clipman II' clipless pedals add efficiency and control, include adjustment to compensate for cleat wear.

Lightweight and super strong Matrix VooDoo rims are welded and machine ground for smoother stops. Tioga Psycho KR tires have softer tread for extra traction.

Frameset	Frame	True Temper OX-3 triple butted heat treated Cro-Moly
	Fork	System 2 Cro-Moly
	Headset	Dia-Compe SA-2
Controls	Handlebars	System 3 ATB
	Stem	System 3 ATB Direct Connect
	Shifters	GripShift SRT 800 X-Ray
	Brake levers	Dia-Compe PC-7
	Grips	Trek Pro Groove
Brakes		Shimano XT
Drivetrain	Crankset	Shimano XT
	Pedals	Tioga 'Clipman II' clipless
	F. der.	Shimano XT, top pull
	R. der.	Shimano XT SGS
	Freewheel	Shimano M737
	Chain	Shimano HG90
Wheelset	Hub, Front	System 3
	Rear	Shimano XT
	Rims	Matrix VooDoo
	Tires	Tioga Psycho KR
	Tubes	Presta valve
	Spokes	Sapim stainless, double butted
Seat		Vetta TT TriShock Racing, manganese rails, black leather cover
	Seatpost	System 2
	Seat binder	System Steel with integral binder bolt
Weight		23.6 lbs. (10.70 kg)
Color		Root beer

Gearing

	22	32	42
11	—	79	103
12	49	72	94
14	42	62	81
16	37	54	71
18	33	48	63
21	28	41	54
24	25	36	47
28	21	31	—

Geometry and Fit *All measurements in millimeters*

	13	16.5	18	19.5	21	22.5
A. Head angle	70.5	70.5	71.0	71.0	71.0	71.0
B. Seat angle	73.5	73.5	73.0	73.0	73.0	72.5
C. Effective top tube	542	560	580	590	600	610
D. Chainstay length	430	430	430	430	430	430
E. Bottom bracket ht	288	295	298	298	298	300
F. Offset	38	38	38	38	38	38
G. Wheelbase	1022	1043	1055	1066	1077	1083
Trail	78	78	75	75	75	75
Standover height	675	728	749	774	811	849
Stem	90	105	120	135	135	135
Reach	621	652	683	707	717	727
Handlebar width	560	560	560	560	560	560
Crank arm length	170	175	175	175	175	175
Seatpost length	300	300	350	350	350	350
Head tube length	90	90	90	105	145	185

Hubset, Type	Compact HyperGlide 8 spd cassette
Spokes	32
Front	267 14/15ga.
Rear, D/ND	265/266 14/15ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 1.95
Max. Trek size	26 x 2.35
Front derailleur clamp size	31.8 mm /1 1/4"
Bottom bracket, Model	BB-UN71
Shell width/ Axle length	73/113
Crankset bolt hole circle	58/94
Headset size	25.4/34.0/30.0
Stack height	26.5 mm
Stem, degrees rise	10
Handlebar clamp diameter	25.4 mm
Steerer clamp height	40 mm
Seatpost diameter	27.2 mm

ABT (Advanced Bonding Technology)

What is Bonding?

Bonding is permanently joining two pieces with an adhesive.

You mean this bike is held together with glue?

Yes, epoxy.

That doesn't seem strong enough to hold a bike together.

It's strong enough to hold airplanes together. Virtually all large aircraft use bonding extensively.

OK. So it's strong. Why don't more bike companies use bonding?

Bonding requires very high quality control, so only a high tech factory will be successful at it. It's also expensive to get started bonding, because you need things like curing ovens, and special fixtures to hold the lugs and tubes together while they cure, and other expensive stuff. There's a lot of precise engineering work that has to go into designing and manufacturing the lugs, too.

What's a lug?

A lug is a specially shaped form which mates to a tube. A good lug gives a very precise fit to the tube end which adds strength to a joint and also keeps the tubing in alignment. A good fit adds a lot of strength and rigidity, kind of like woodworking.

Seems like a lot of trouble when you can just weld a couple of tubes together and be done with it.

That's true. Lots of trouble and cost as well. But lugs let you use materials that can't be welded, like high tech aluminum alloys or carbon fiber. And again, it provides extra strength at the joints, and provides great alignment.

I understand the importance of a strong frame, and I know carbon is pretty cool, but what's alignment?

Alignment is one of the terms we use to refer to frame quality. Riding a poorly aligned frame is like shooting pool with a curved cue- its hard to get things to go right where you want them. A frameset with good alignment rides better, and all the parts on it work better and fit better as well.

So you're saying that bonding is a high tech process that provides a really accurate and high quality bike frame out of any material? But didn't you say that bonding is expensive?

Yes and no. Bonding is expensive to start up because of the engineering, design, and manufacturing of the lugs and machines for doing the work. And it would be especially expensive to do in limited quantities. But Trek made the investment in bonding technology a long time ago, and with our world wide distribution network, we can build bonded bikes for a reasonable cost.

So you're saying that bonded is better, and that with Trek, its also a better value.

Amen, brother.

Aluminum and Three Tube Carbon Mountain Bikes

The centerline drawings from Trek aluminum and 3-Tube carbon bikes is identical to those of the race proven OCLV hardtail group, the bikes ridden by Team Rocket Boy. With this race-proven geometry, including suspension ready geometry, you know these bikes are gonna fly.

The only geometry differences between the OCLV bikes and the ABTs are the addition of a smaller, 14.5 inch size, and the standover heights. The difference in standover comes from the requirements on the OCLV bikes to have a smooth, graceful curve at the top tube junctions with the head tube and seat tube to avoid tight radius bends of the carbon fibers. With the use of aluminum lugs on the ABTs, there is no such restriction.

The aluminum lugs used to bond these bikes together add strength and stiffness to the frame joints, while also providing virtually automatic alignment. Still, great care is used, along with some very precise frame assembly equipment, to make sure the alignment is perfect. It may be redundant, but we still manually check the alignment of every single frame just to make sure.

Every aluminum ABT bike this year uses Easton Program EA60 T6 tubing. EA60 is a very high strength alloy, but it is not weldable. That is why most aluminum bikes will still use lower strength 6061 or 7005 alloys.

The "Program" designation simply means that the tubing is butted, although in this case the butting process is controlled by a very exacting computer. Thus the name 'Program'. In addition, Easton has the ability to program the butts for virtually every manufacturer, so we get essentially a custom tubeset for our ABT bikes. We hope you and your customers enjoy the attention to detail these bikes get from us at Trek.

New this year are the internal water bottle bosses on the 8700 and 8700SHX. After extensive research and testing, we were finally able to execute this much requested change without effecting the strength or weight of the frame.

Fitting an ABT Mountain Bike

Since ABT bikes have raised bottom brackets (compared to a road bike) and this rider may want to dismount in rough or uneven terrain, more clearance over the top tube is desirable.

Our engineers designed the ABT bikes to fit best with 2 to 6 inches of clearance over the top tube. Using this sizing, most riders will find at least two sizes which fit. Of these two sizes, choose the bike with the rider's preference for reach and handlebar height.

Mechanics Notes

Those little clear plastic things - When assembling the ABT mountain bikes, you'll notice that we no longer include the protective cable sheathing for the top tube. Instead, you'll find three little clear plastic things in the baggie containing the brake straddlewires in the bike's parts box. Each of these little things is actually a set of three tiny donuts. During assembly, break each set apart and thread onto each cable along the top tube. These have the same protective duty as the old sheathing, but look better. In conjunction with the slotted housing stops, they also allow easy lubrication of the cables for best performance.

Suspension Ready Geometry - The entire ABT mountain bike line is suspension ready, but with a slightly different fork length specification than the Trek 830 and 850. This is because the ABT mountain bikes are designed to accommodate longer travel forks like Rock Shox or air/oil forks with an axle-to-fork crown race seat dimension of 408 mm.

ACSD AntiChain Suck Device - Unfortunately, the ugliness of chainsuck is an off-road fact of life. Even with the best equipment in great shape, a little mud can stick a chain to a chainring in nothing flat. The Trek ACSD is the best protection there is for protecting chainstays.

If the chainrings are bent or misaligned, it is critical that they be straightened before performing this adjustment. Position the ACSD plate so that there is between 1 and 2 mm of clearance between the ACSD and any part of the chainrings. Tighten the ACSD adjusting bolts. Test ride the bike to make sure the chainrings do not rub under deflection.

ACSD fender mounting bracket - If a rider wants to install fenders on a mountain bike, most full coverage fenders require a bottom bracket mounting location. We have thoughtfully designed a fender mount which may be installed as an accessory to the Trek ACSD (TCG Part Number T940091). Install the fender mounting bracket between the ACSD and the chainstays, and readjust the ACSD as normal.

7000 frame weight (18"):	**1807 gm (3.98 pounds)**
8700 frame weight (18"):	**1627 gm (3.58 pounds)**
System 1 Cro-Moly straight gauge fork (18"):	**967 gm (2.13 pounds)**
System 2 Cro-Moly taper gauge fork (18"):	**855 gm (1.88 pounds)**

6500 *Easton EA60 T6 Program aluminum - STX with GripShift*

What its for: Performance riding on rougher terrain. Neighborhoods, bike paths, and off-road.

Who its for: Athletic rider. Performance rider looking for an aggressive, lightweight off-road bike.

Benefits: Oversize Easton EA60 T6 Program aluminum tubing gives frame greater rigidity for better control in rough terrain and adds efficiency for better response to hard pedaling and climbing. Program (butted) aluminum tubing is light and shock absorptive. Suspension ready geometry means steering geometry is correct with a suspension fork (it even comes with the extra stiff axle of a System 2 front suspension hub).

Shimano STX with GripShift makes shifting easy and stopping powerful. IG (Interactive Glide) system gives great shifting both directions on the cassette. Lightweight and super strong Matrix SingleTrack Pro rims have inverted sidewalls for positive cantilever action. Psycho KS tires are light, yet the large footprint gives great traction.

Retail Price $_____

Upgrades from 930
- *Aluminum bonded frameset*
- *GripShift SRT 600*
- *System 2 stem*
- *Shimano IG60 cassette*

Frameset	Frame	Easton Program EA60 T6 aluminum, bonded
	Fork	System 1 Cro-Moly
	Headset	Tange Seiki OV-21
Controls	Handlebars	System 1 ATB
	Stem	System 2 ATB
	Shifters	GripShift SRT-600
	Brake levers	Dia-Compe PC-7
	Grips	GS334 GripShift 'logo' grip
Brakes		Shimano Alivio
Drivetrain	Crankset	Shimano STX
	Pedals	System 1 w/ Medium toe clips and straps (14.5) Large toe clips and straps (16.5-21)
	F. derailleur	Shimano STX, top pull
	R. derailleur	Shimano STX SGS
	Freewheel	Shimano IG60
	Chain	Shimano IG30
Wheelset	Hub, Front	System 2 Suspension
	Rear	Shimano Alivio
	Rims	Matrix SingleTrack Pro
	Tires	Tioga Psycho KS
	Tubes	Presta valve
	Spokes	Stainless
Seat		Vetta TT TriShock racing wide, steel rails, black Torino cover, Terry on 14.5"
	Seatpost	System 1 with Quick Cleat top cap
	Seat binder	System Aluminum with integral bolt
Weight		24.9 lbs. (11.32 kg)
Color		Ice Silver/Ice Indigo fade

Gearing

	22	32	42
11	—	79	103
13	46	66	87
15	40	58	76
18	33	48	63
21	28	41	54
24	25	36	47
28	21	31	—

Geometry and Fit *All measurements in millimeters*

	14.5	16.5	18	19.5	21
A. Head angle	70.5	70.5	71.0	71.0	71.0
B. Seat angle	73.5	73.0	73.0	73.0	73.0
C. Effective top tube	538	582	592	594	599
D. Chainstay length	424	424	424	424	424
E. Bottom bracket ht	297	297	297	297	297
F. Offset	37	37	37	37	37
G. Wheelbase	1018	1054	1059	1064	1069
Trail	79	79	76	76	76
Standover height	719	744	762	785	820
Stem	90	105	120	135	135
Reach	620	678	697	712	717
Handlebar width	560	560	560	560	560
Crank arm length	170	175	175	175	175
Seatpost length	300	300	350	350	350
Head tube length	105	105	105	125	158

Hubset, Type	Compact HyperGlide 7 spd cassette
Spokes	32
Front	267 14ga.
Rear, D/ND	265/266 14ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 1.95
Max. Trek size	26 x 2.35
Front derailleur clamp size	34.9 mm /1 3/8"
Bottom bracket, Model	BB-LP25
Shell width/ Axle length	73/113
Crankset bolt hole circle	58/94
Headset size	25.4/34.0/30.0
Stack height	33.0 mm
Stem, degrees rise	5 (90-105) 10 (120-135)
Handlebar clamp diameter	25.4 mm
Seatpost diameter	27.2 mm

7000 *Easton EA60 T6 Program aluminum - STX-RC with RapidFire Plus*

What its for: Singletrack. Off-road.

Who its for: Athletic mountain biker. Performance rider looking for more aggressive off-road bike. Racer.

Benefits: Oversize Easton EA60 T6 Program aluminum tubing gives frame greater rigidity for better control in rough terrain and adds efficiency for better response to hard pedaling and climbing. Program (butted) aluminum tubing is light and shock absorptive. System 2 taperwall Cro-Moly fork is light and lively.

Shimano STX-RC group with IG (Interactive Glide) system gives great shifting both directions on the cassette. The System 2 front suspension hub has an oversize axle to add steering control. Lightweight and super strong Matrix VooDoo rims have machined sidewalls for smooth braking action. Psycho K tires have Kevlar® beads which reduce weight along with the double butted spokes.

Retail Price $_____

Upgrades from 6500
- *System 2 Cro-Moly fork*
- *Psycho K tires*
- *Shimano STX-RC components*
- *Double butted spokes*
- *System 2 handlebars*

Frameset	Frame	Easton Program EA60 T6 aluminum, bonded
	Fork	System 2 Cro-Moly
	Headset	Tange Seiki OV-21
Controls	Handlebars	System 2 ATB
	Stem	System 2 ATB
	Shifters	Shimano STX-RC RapidFire Plus
	Brake levers	Shimano STX-RC
	Grips	Trek Pro Lite
Brakes		Shimano STX-RC
Drivetrain	Crankset	Shimano STX-RC
	Pedals	System 1 w/ Medium toe clips and straps (14.5) Large toe clips and straps (16.5-21)
	F. derailleur	Shimano STX-RC, top pull
	R. derailleur	Shimano STX-RC SGS
	Freewheel	Shimano IG60
	Chain	Shimano IG50
Wheelset	Hub, Front	System 2
	Rear	Shimano STX-RC
	Rims	Matrix VooDoo
	Tires	Tioga Psycho K, Kevlar® bead
	Tubes	Presta valve
	Spokes	Sapim stainless, double butted
Seat		Vetta TT TriShock Racing Wide, steel rails, black Torino cover, Terry on 14.5"
	Seatpost	System 1 with Quick Cleat top cap
	Seat binder	System Aluminum with integral binder bolt
Weight		23.5 lbs. (10.67 kg)
Color		Ice Green/Blue fade

Gearing

	22	32	42
11	—	79	103
13	46	66	87
15	40	58	76
18	33	48	63
21	28	41	54
24	25	36	47
28	21	31	—

Geometry and Fit *All measurements in millimeters*

	14.5	16.5	18	19.5	21
A. Head angle	70.5	70.5	71.0	71.0	71.0
B. Seat angle	73.5	73.0	73.0	73.0	73.0
C. Effective top tube	538	582	592	594	599
D. Chainstay length	424	424	424	424	424
E. Bottom bracket ht	297	297	297	297	297
F. Offset	37	37	37	37	37
G. Wheelbase	1018	1054	1059	1064	1069
Trail	79	79	76	76	76
Standover height	719	744	762	785	820
Stem	90	105	120	135	135
Reach	620	678	697	712	717
Handlebar width	560	560	560	560	560
Crank arm length	170	175	175	175	175
Seatpost length	300	300	350	350	350
Head tube length	105	105	105	125	158

Hubset, Type	Compact HyperGlide 7 spd cassette
Spokes	32
Front	267 14/15ga.
Rear, D/ND	265/266 14/15ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 1.95
Max. Trek size	26 x 2.35
Front derailleur clamp size	34.9 mm /1 3/8"
Bottom bracket, Model	BB-LP25
Shell width/ Axle length	73/113
Crankset bolt hole circle	58/94
Headset size	25.4/34.0/30.0
Stack height	33.0 mm
Stem, degrees rise	5 (90-105) 10 (120-135)
Handlebar clamp diameter	25.4 mm
Seatpost diameter	27.2 mm

7000SHX

Easton EA60 T6 Program aluminum
Rock Shox Quadra 21 - STX-RC with RapidFire Plus

Retail Price $_____

What its for: Singletrack. Off-road.

Who its for: Athletic rider. Performance rider or racer looking for a great off-road bike with suspension.

Benefits: Oversize Easton EA60 T6 Program aluminum tubing gives frame greater rigidity for better control in rough terrain and adds efficiency for better response to hard pedaling and climbing. Program (butted) aluminum tubing is light and shock absorptive.

Rock Shox Quadra 21 elastomer suspension fork is adjustable by hand. Direct Connect steering system and System 2 front suspension hub are light and extra stiff for more steering precision.

Shimano STX-RC group with IG (Interactive Glide) system gives great shifting both directions on the cassette. Lightweight and super strong Matrix VooDoo rims have machined sidewalls for smooth braking action. Psycho K tires and double butted spokes reduce weight.

Upgrades from 7000
- *Rock Shox Quadra 21 suspension fork*
- *System 1 bar ends*
- *Dia-Compe ST-2 Aheadset*
- *System 2 Direct Connect stem*

Frameset	Frame	Easton Program EA60 T6 Program aluminum, bonded
	Fork	Rock Shox Quadra 21
	Headset	Dia-Compe ST-2
Controls	Handlebars	System 2 ATB
	Bar ends	System 1
	Stem	System 2 ATB Direct Connect
	Shifters	Shimano STX-RC RapidFire Plus
	Brake levers	Shimano STX-RC
	Grips	Trek Pro Lite
Brakes		Shimano STX-RC
Drivetrain	Crankset	Shimano STX-RC
	Pedals	System 1 w/ Medium toe clips and straps (14.5) Large toe clips and straps (16.5-21)
	F. derailleur	Shimano STX-RC, top pull
	R. derailleur	Shimano STX-RC SGS
	Freewheel	Shimano IG60
	Chain	Shimano IG50
Wheelset	Hub, Front	System 2
	Rear	Shimano STX-RC
	Rims	Matrix VooDoo
	Tires	Tioga Psycho K, Kevlar® bead
	Tubes	Presta valve
	Spokes	Sapim stainless, double butted
Seat		Vetta TT TriShock Racing Wide, steel rails, black Torino cover, Terry on 14.5"
	Seatpost	System 1 with Quick Cleat top cap
	Seat binder	System Aluminum with integral binder bolt
Weight		25.5 lbs. (11.58 kg)
Color		Ice Green/Blue fade

Gearing

	22	32	42
11	—	79	103
13	46	66	87
15	40	58	76
18	33	48	63
21	28	41	54
24	25	36	47
28	21	31	—

Geometry and Fit *All measurements in millimeters*

	14.5	16.5	18	19.5	21
A. Head angle	70.5	70.5	71.0	71.0	71.0
B. Seat angle	73.5	73.0	73.0	73.0	73.0
C. Effective top tube	538	582	592	594	599
D. Chainstay length	424	424	424	424	424
E. Bottom bracket ht	297	297	297	297	297
F. Offset	37	37	37	37	37
G. Wheelbase	1018	1054	1059	1064	1069
Trail	79	79	76	76	76
Standover height	719	744	762	785	820
Stem	90	105	120	135	135
Reach	617	674	695	711	716
Handlebar width	560	560	560	560	560
Crank arm length	170	175	175	175	175
Seatpost length	300	300	350	350	350
Head tube length	105	105	105	125	158

Hubset, Type	Compact HyperGlide 7 spd cassette
Spokes	32
Front	267 14/15ga.
Rear, D/ND	265/266 14/15ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 1.95
Max. Trek size	26 x 2.35
Front derailleur clamp size	34.9 mm /1 3/8"
Bottom bracket, Model	BB-LP25
Shell width/ Axle length	73/113
Crankset bolt hole circle	58/94
Headset size	25.4/34.0/30.0
Stack height	25.5 mm
Stem, degrees rise	10
Handlebar clamp diameter	25.4 mm
Steerer clamp height	40 mm
Seatpost diameter	27.2 mm

8000

Easton EA60 T6 Program aluminum - LX/XT with GripShift

Retail Price $_____

What its for: Singletrack. Off-road. Ultra performance.

Who its for: Athletic mountain biker. Performance rider looking for lighter and more aggressive off-road bike. Racer.

Benefits: Oversize carbon composite is stronger, stiffer, and lighter than steel, aluminum, or titanium. Very light and shock absorptive, yet stiff for efficiency.

System 2 taper gauge Cro-Moly fork is light and lively, shock absorptive, too! System 3 handlebars, stem, and System 2 front suspension hub lower weight and increase strength. Tioga 'Clipman II' clipless pedals add power and control, include flotation and adjustment for cleat wear.

Shimano LX RapidFire Plus with 8 speed cassette and XT rear derailleur for great shifting over 24 speeds.

Matrix VooDoo rims are welded and machined for smooth brake action. Psycho K tires have Kevlar® beads which reduce weight along with the double butted spokes.

Upgrades from 7000
- *Shimano LX components*
- *8 speed cassette*
- *Shimano XT rear derailleur*
- *System 3 stem and handlebars*
- *Vetta TriShock seat with manganese rails*

Frameset	Frame	Easton Program EA60 T6 Program aluminum, bonded
	Fork	System 2 butted Cro-Moly
	Headset	DiaCompe ST-2
Controls	Handlebars	System 2 ATB
	Stem	System 2 ATB Direct Connect
	Shifters	GripShift SRT 800 X-Ray
	Brake levers	DiaCompe PC-7
	Grips	Trek Pro Groove
Brakes		Shimano STX-RC
Drivetrain	Crankset	Shimano LX
	Pedals	System 2 w/ Medium toe clips and straps (14.5) Large toe clips and straps (16.5-21)
	F. derailleur	Shimano LX, top pull
	R. derailleur	Shimano XT SGS
	Freewheel	Shimano HG70
	Chain	Shimano HG70
Wheelset	Hub, Front	System 2
	Rear	Shimano LX
	Rims	Matrix VooDoo
	Tires	Tioga Psycho K, Kevlar® bead
	Tubes	Presta valve
	Spokes	Sapim stainless, double butted
Seat		Vetta TT TriShock Racing, manganese rails, black Torino cover, Terry on 14.5"
	Seatpost	System 2
	Seat binder	System Aluminum with integral binder bolt
Weight		23.0 lbs. (10.44 kg)
Color		Ice Red

Gearing

	22	32	42
11	—	79	103
12	49	72	94
14	42	62	81
16	37	54	71
18	33	48	63
21	28	41	54
24	25	36	47
28	21	31	—

Geometry and Fit *All measurements in millimeters*

	14.5	16.5	18	19.5	21
A. Head angle	70.5	70.5	71.0	71.0	71.0
B. Seat angle	73.5	73.0	73.0	73.0	73.0
C. Effective top tube	538	582	592	594	599
D. Chainstay length	424	424	424	424	424
E. Bottom bracket ht	297	297	297	297	297
F. Offset	37	37	37	37	37
G. Wheelbase	1018	1054	1059	1064	1069
Trail	79	79	76	76	76
Standover height	719	744	762	785	820
Stem	90	105	120	135	135
Reach	617	674	695	711	716
Handlebar width	560	560	560	560	560
Crank arm length	170	175	175	175	175
Seatpost length	300	300	350	350	350
Head tube length	105	105	105	125	158

Hubset, Type	Compact HyperGlide 8 spd cassette
Spokes	32
Front	267 14/15ga.
Rear, D/ND	265/266 14/15ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 1.95
Max. Trek size	26 x 2.35
Front derailleur clamp size	34.9 mm /1 3/8"
Bottom bracket, Model	BB-UN51
Shell width/ Axle length	73/113
Crankset bolt hole circle	58/94
Headset size	25.4/34.0/30.0
Stack height	25.5 mm
Stem, degrees rise	10
Handlebar clamp diameter	25.4 mm
Steerer clamp height	40 mm
Seatpost diameter	27.2 mm

7000SHX *Easton EA60 T6 Program aluminum*
Rock Shox Quadra 21 - STX-RC with RapidFire Plus

Retail Price $_____

What its for: Singletrack. Off-road.

Who its for: Athletic rider. Performance rider or racer looking for a great off-road bike with suspension.

Benefits: Oversize Easton EA60 T6 Program aluminum tubing gives frame greater rigidity for better control in rough terrain and adds efficiency for better response to hard pedaling and climbing. Program (butted) aluminum tubing is light and shock absorptive.

Rock Shox Quadra 21 elastomer suspension fork is adjustable by hand. Direct Connect steering system and System 2 front suspension hub are light and extra stiff for more steering precision.

Shimano STX-RC group with IG (Interactive Glide) system gives great shifting both directions on the cassette. Lightweight and super strong Matrix VooDoo rims have machined sidewalls for smooth braking action. Psycho K tires and double butted spokes reduce weight.

Upgrades from 7000
- *Rock Shox Quadra 21 suspension fork*
- *System 1 bar ends*
- *Dia-Compe ST-2 Aheadset*
- *System 2 Direct Connect stem*

Frameset	Frame	Easton Program EA60 T6 Program aluminum, bonded
	Fork	Rock Shox Quadra 21
	Headset	Dia-Compe ST-2
Controls	Handlebars	System 2 ATB
	Bar ends	System 1
	Stem	System 2 ATB Direct Connect
	Shifters	Shimano STX-RC RapidFire Plus
	Brake levers	Shimano STX-RC
	Grips	Trek Pro Lite
Brakes		Shimano STX-RC
Drivetrain	Crankset	Shimano STX-RC
	Pedals	System 1 w/ Medium toe clips and straps (14.5) Large toe clips and straps (16.5-21)
	F. derailleur	Shimano STX-RC, top pull
	R. derailleur	Shimano STX-RC SGS
	Freewheel	Shimano IG60
	Chain	Shimano IG50
Wheelset	Hub, Front	System 2
	Rear	Shimano STX-RC
	Rims	Matrix VooDoo
	Tires	Tioga Psycho K, Kevlar® bead
	Tubes	Presta valve
	Spokes	Sapim stainless, double butted
Seat		Vetta TT TriShock Racing Wide, steel rails, black Torino cover, Terry on 14.5"
	Seatpost	System 1 with Quick Cleat top cap
	Seat binder	System Aluminum with integral binder bolt
Weight		25.5 lbs. (11.58 kg)
Color		Ice Green/Blue fade

Gearing

	22	32	42
11	—	79	103
13	46	66	87
15	40	58	76
18	33	48	63
21	28	41	54
24	25	36	47
28	21	31	—

Geometry and Fit *All measurements in millimeters*

	14.5	16.5	18	19.5	21
A. Head angle	70.5	70.5	71.0	71.0	71.0
B. Seat angle	73.5	73.0	73.0	73.0	73.0
C. Effective top tube	538	582	592	594	599
D. Chainstay length	424	424	424	424	424
E. Bottom bracket ht	297	297	297	297	297
F. Offset	37	37	37	37	37
G. Wheelbase	1018	1054	1059	1064	1069
Trail	79	79	76	76	76
Standover height	719	744	762	785	820
Stem	90	105	120	135	135
Reach	617	674	695	711	716
Handlebar width	560	560	560	560	560
Crank arm length	170	175	175	175	175
Seatpost length	300	300	350	350	350
Head tube length	105	105	105	125	158

Hubset, Type	Compact HyperGlide 7 spd cassette
Spokes	32
Front	267 14/15ga.
Rear, D/ND	265/266 14/15ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 1.95
Max. Trek size	26 x 2.35
Front derailleur clamp size	34.9 mm /1 3/8"
Bottom bracket, Model	BB-LP25
Shell width/ Axle length	73/113
Crankset bolt hole circle	58/94
Headset size	25.4/34.0/30.0
Stack height	25.5 mm
Stem, degrees rise	10
Handlebar clamp diameter	25.4 mm
Steerer clamp height	40 mm
Seatpost diameter	27.2 mm

8000 *Easton EA60 T6 Program aluminum - LX/XT with GripShift*

Retail Price $_____

What its for: Singletrack. Off-road. Ultra performance.

Who its for: Athletic mountain biker. Performance rider looking for lighter and more aggressive off-road bike. Racer.

Benefits: Oversize carbon composite is stronger, stiffer, and lighter than steel, aluminum, or titanium. Very light and shock absorptive, yet stiff for efficiency.

System 2 taper gauge Cro-Moly fork is light and lively, shock absorptive, too! System 3 handlebars, stem, and System 2 front suspension hub lower weight and increase strength. Tioga 'Clipman II' clipless pedals add power and control, include flotation and adjustment for cleat wear.

Shimano LX RapidFire Plus with 8 speed cassette and XT rear derailleur for great shifting over 24 speeds.

Matrix VooDoo rims are welded and machined for smooth brake action. Psycho K tires have Kevlar® beads which reduce weight along with the double butted spokes.

Upgrades from 7000
- *Shimano LX components*
- *8 speed cassette*
- *Shimano XT rear derailleur*
- *System 3 stem and handlebars*
- *Vetta TriShock seat with manganese rails*

Frameset	Frame	Easton Program EA60 T6 Program aluminum, bonded
	Fork	System 2 butted Cro-Moly
	Headset	DiaCompe ST-2
Controls	Handlebars	System 2 ATB
	Stem	System 2 ATB Direct Connect
	Shifters	GripShift SRT 800 X-Ray
	Brake levers	DiaCompe PC-7
	Grips	Trek Pro Groove
Brakes		Shimano STX-RC
Drivetrain	Crankset	Shimano LX
	Pedals	System 2 w/ Medium toe clips and straps (14.5) Large toe clips and straps (16.5-21)
	F. derailleur	Shimano LX, top pull
	R. derailleur	Shimano XT SGS
	Freewheel	Shimano HG70
	Chain	Shimano HG70
Wheelset	Hub, Front	System 2
	Rear	Shimano LX
	Rims	Matrix VooDoo
	Tires	Tioga Psycho K, Kevlar® bead
	Tubes	Presta valve
	Spokes	Sapim stainless, double butted
Seat		Vetta TT TriShock Racing, manganese rails, black Torino cover, Terry on 14.5"
	Seatpost	System 2
	Seat binder	System Aluminum with integral binder bolt
Weight		23.0 lbs. (10.44 kg)
Color		Ice Red

Gearing

	22	32	42
11	—	79	103
12	49	72	94
14	42	62	81
16	37	54	71
18	33	48	63
21	28	41	54
24	25	36	47
28	21	31	—

Geometry and Fit *All measurements in millimeters*

	14.5	16.5	18	19.5	21
A. Head angle	70.5	70.5	71.0	71.0	71.0
B. Seat angle	73.5	73.0	73.0	73.0	73.0
C. Effective top tube	538	582	592	594	599
D. Chainstay length	424	424	424	424	424
E. Bottom bracket ht	297	297	297	297	297
F. Offset	37	37	37	37	37
G. Wheelbase	1018	1054	1059	1064	1069
Trail	79	79	76	76	76
Standover height	719	744	762	785	820
Stem	90	105	120	135	135
Reach	617	674	695	711	716
Handlebar width	560	560	560	560	560
Crank arm length	170	175	175	175	175
Seatpost length	300	300	350	350	350
Head tube length	105	105	105	125	158

Hubset, Type	Compact HyperGlide 8 spd cassette
Spokes	32
Front	267 14/15ga.
Rear, D/ND	265/266 14/15ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 1.95
Max. Trek size	26 x 2.35
Front derailleur clamp size	34.9 mm /1 3/8"
Bottom bracket, Model	BB-UN51
Shell width/ Axle length	73/113
Crankset bolt hole circle	58/94
Headset size	25.4/34.0/30.0
Stack height	25.5 mm
Stem, degrees rise	10
Handlebar clamp diameter	25.4 mm
Steerer clamp height	40 mm
Seatpost diameter	27.2 mm

8000SHX

Easton EA60 T6 Program aluminum
Rock Shox Quadra 21 - STX-RC with GripShift

What its for: Singletrack. Off-road.

Who its for: Athletic rider. Performance rider or racer looking for a great off-road bike with suspension.

Benefits: Oversize Easton EA60 T6 Program aluminum tubing gives frame greater rigidity for better control in rough terrain and adds efficiency for better response to hard pedaling and climbing. Program (butted) aluminum tubing is light and shock absorptive.

Rock Shox Quadra 21 elastomer suspension fork is adjustable by hand. Direct Connect steering system and System 2 front suspension hub are light and extra stiff for more steering precision.

Shimano LX group with GripShift and XT rear derailleur gives great shifting and durability. Lightweight and super strong Matrix VooDoo rims have machined sidewalls for smooth braking action. Psycho K tires and double butted spokes reduce weight.

Retail Price $_____

Upgrades from 8000
- *Rock Shox Quadra 21 suspension fork*
- *System 2 bar ends*

Frameset	Frame	Easton Program EA60 T6 Program aluminum, bonded
	Fork	Rock Shox Quadra 21
	Headset	DiaCompe ST-2
Controls	Handlebars	System 2 ATB
	Bar ends	System 1
	Stem	System 2 ATB Direct Connect
	Shifters	GripShift SRT 800 X-Ray
	Brake levers	DiaCompe PC-7
	Grips	Trek Pro Groove
Brakes		Shimano STX-RC
Drivetrain	Crankset	Shimano LX
	Pedals	System 2 w/ Medium toe clips and straps (14.5) Large toe clips and straps (16.5-21)
	F. derailleur	Shimano LX, top pull
	R. derailleur	Shimano XT SGS
	Freewheel	Shimano HG70
	Chain	Shimano HG70
Wheelset	Hub, Front	System 2
	Rear	Shimano LX
	Rims	Matrix VooDoo
	Tires	Tioga Psycho K, Kevlar® bead
	Tubes	Presta valve
	Spokes	Sapim stainless, double butted
Seat		Vetta TT TriShock Racing, manganese rails, black Torino cover, Terry on 14.5"
	Seatpost	System 2
	Seat binder	System Aluminum with integral binder bolt
Weight		25.0 lbs. (11.35 kg)
Color		Ice Red

Gearing

	22	32	42
11	—	79	103
13	46	66	87
15	40	58	76
18	33	48	63
21	28	41	54
24	25	36	47
28	21	31	—

Geometry and Fit *All measurements in millimeters*

	14.5	16.5	18	19.5	21
A. Head angle	70.5	70.5	71.0	71.0	71.0
B. Seat angle	73.5	73.0	73.0	73.0	73.0
C. Effective top tube	538	582	592	594	599
D. Chainstay length	424	424	424	424	424
E. Bottom bracket ht	297	297	297	297	297
F. Offset	37	37	37	37	37
G. Wheelbase	1018	1054	1059	1064	1069
Trail	79	79	76	76	76
Standover height	719	744	762	785	820
Stem	90	105	120	135	135
Reach	617	674	695	711	716
Handlebar width	560	560	560	560	560
Crank arm length	170	175	175	175	175
Seatpost length	300	300	350	350	350
Head tube length	105	105	105	125	158

Hubset, Type	Compact HyperGlide 8 spd cassette
Spokes	32
Front	267 14/15ga.
Rear, D/ND	265/266 14/15ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 1.95
Max. Trek size	26 x 2.35
Front derailleur clamp size	34.9 mm /1 3/8"
Bottom bracket, Model	BB-UN51
Shell width/ Axle length	73/113
Crankset bolt hole circle	58/94
Headset size	25.4/34.0/30.0
Stack height	25.5 mm
Stem, degrees rise	10
Handlebar clamp diameter	25.4 mm
Steerer clamp height	40 mm
Seatpost diameter	27.2 mm

8700

Carbon fiber composite with Easton aluminum stays - LX/XT with RapidFire Plus

What its for: Singletrack. Off-road. Ultra performance.

Who its for: Athletic mountain biker. Performance rider looking for lighter and more aggressive off-road bike. Racer.

Benefits: Oversize carbon composite is stronger, stiffer, and lighter than steel, aluminum, or titanium. Very light and shock absorptive, yet stiff for efficiency.

System 2 taper gauge Cro-Moly fork is light and lively, shock absorptive, too! System 3 handlebars, stem, and System 2 front suspension hub lower weight and increase strength. Tioga 'Clipman II' clipless pedals add power and control, include flotation and adjustment for cleat wear.

Shimano LX RapidFire Plus with 8 speed cassette and XT rear derailleur for great shifting over 24 speeds.

Matrix VooDoo rims are welded and machined for smooth brake action. Psycho K tires have Kevlar® beads which reduce weight along with the double butted spokes.

Retail Price $_____

Upgrades from 8000
- *Carbon composite main triangle*
- *RapidFire Plus shifting*
- *Tioga 'Clipman II' clipless pedals*
- *Shimano LX brakes*

Frameset	Frame	3 Tube carbon fiber composite with aluminum stays
	Fork	System 2 Cro-Moly
	Headset	Dia-Compe SA-2
Controls	Handlebars	System 3 ATB
	Stem	System 3 ATB Direct Connect
	Shifters	Shimano LX RapidFire Plus
	Brake levers	Shimano LX
	Grips	Trek Pro Lite
Brakes		Shimano LX
Drivetrain	Crankset	Shimano LX
	Pedals	Tioga 'Clipman II' clipless
	F. derailleur	Shimano LX, top pull
	R. derailleur	Shimano XT SGS
	Freewheel	Shimano HG70
	Chain	Shimano HG70
Wheelset	Hub, Front	System 2
	Rear	Shimano LX
	Rims	Matrix VooDoo
	Tires	Tioga Psycho K, Kevlar® bead
	Tubes	Presta valve
	Spokes	Sapim stainless, double butted
Seat		Vetta TT TriShock Racing, steel rails, black Torino cover, Terry on 14.5"
	Seatpost	System 2
	Seat binder	System Aluminum with integral binder bolt
Weight		22.69 lbs. (10.30 kg)
Color		Ice Copper/ Natural

Gearing

	22	32	42
11	—	79	103
12	49	72	94
14	42	62	81
16	37	54	71
18	33	48	63
21	28	41	54
24	25	36	47
28	21	31	—

Geometry and Fit *All measurements in millimeters*

	14.5	16.5	18	19.5	21
A. Head angle	70.5	70.5	71.0	71.0	71.0
B. Seat angle	73.5	73.0	73.0	73.0	73.0
C. Effective top tube	538	582	592	594	599
D. Chainstay length	424	424	424	424	424
E. Bottom bracket ht	297	297	297	297	297
F. Offset	37	37	37	37	37
G. Wheelbase	1018	1054	1059	1064	1069
Trail	79	79	76	76	76
Standover height	719	744	762	785	820
Stem	90	105	120	135	135
Reach	617	674	695	711	716
Handlebar width	560	560	560	560	560
Crank arm length	170	175	175	175	175
Seatpost length	300	300	350	350	350
Head tube length	105	105	105	125	158

Hubset, Type	Compact HyperGlide 8 spd cassette
Spokes	32
Front	267 14/15ga.
Rear, D/ND	265/266 14/15ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 1.95
Max. Trek size	26 x 2.35
Front derailleur clamp size	34.9 mm /1 3/8"
Bottom bracket, Model	BB-UN51
Shell width/ Axle length	73/113
Crankset bolt hole circle	58/94
Headset size	25.4/34.0/30.0
Stack height	26.5 mm
Stem, degrees rise	10
Handlebar clamp diameter	25.4 mm
Steerer clamp height	40 mm
Seatpost diameter	27.2 mm

8700SHX *Carbon fiber with Easton aluminum stays*
Rock Shox Judy XC-L - LX/XT with RapidFire Plus

Retail Price $_____

What its for: Singletrack. Off-road. Ultra performance.

Who its for: Athletic rider. Performance rider or racer looking for hard core off-road ride, but with the extra comfort of a suspension fork.

Benefits: Oversize carbon composite is stronger, stiffer, and lighter than steel, aluminum, or titanium. Very light and shock absorptive. Suspension ready geometry so steering geometry is correct with the Rock Shox Judy XC-L long travel (63.5 mm) suspension fork.

System 3 handlebars, stem, and System 3 front suspension hub lower weight and increase strength. Tioga 'Clipman II' clipless pedals add power and control, include adjustment for cleat wear.

Shimano LX RapidFire Plus with 8 speed cassette and XT rear derailleur for great shifting over 24 speeds.

Matrix VooDoo rims are welded and machined for smooth brake action. Psycho K tires have Kevlar® beads which reduce weight along with the double butted spokes.

Upgrades from 8700
- *Rock Shox Judy XC-L long travel suspension fork*
- *System 2 bar ends*

Frameset	Frame	3 Tube carbon composite with Easton aluminum stays
	Fork	Rock Shox Judy XC-L
	Headset	Dia-Compe SA-2
Controls	Handlebars	System 3 ATB
	Bar ends	System 2
	Stem	System 3 ATB Direct Connect
	Shifters	Shimano LX RapidFire Plus
	Brake levers	Shimano LX
	Grips	Trek Pro Lite
Brakes		Shimano LX
Drivetrain	Crankset	Shimano LX
	Pedals	Tioga 'Clipman II' clipless
	F. derailleur	Shimano LX, top pull
	R. derailleur	Shimano XT SGS
	Freewheel	Shimano HG70
	Chain	Shimano HG70
Wheelset	Hub, Front	System 3
	Rear	Shimano LX
	Rims	Matrix VooDoo
	Tires	Tioga Psycho K, Kevlar® bead
	Tubes	Presta valve
	Spokes	Sapim stainless, double butted
Seat		Vetta TT TriShock Racing, manganese rails, black Torino cover, Terry on 14.5"
	Seatpost	System 2
	Seat binder	System Aluminum with integral binder bolt
Weight		24.3 lbs. (11.04 kg)
Color		Polished/ Natural

Gearing

	22	32	42
11	—	79	103
12	49	72	94
14	42	62	81
16	37	54	71
18	33	48	63
21	28	41	54
24	25	36	47
28	21	31	—

Geometry and Fit *All measurements in millimeters*

	14.5	16.5	18	19.5	21
A. Head angle	70.5	70.5	71.0	71.0	71.0
B. Seat angle	73.5	73.0	73.0	73.0	73.0
C. Effective top tube	538	582	592	594	599
D. Chainstay length	424	424	424	424	424
E. Bottom bracket ht	297	297	297	297	297
F. Offset	37	37	37	37	37
G. Wheelbase	1018	1054	1059	1064	1069
Trail	79	79	76	76	76
Standover height	719	744	762	785	820
Stem	90	105	120	135	135
Reach	617	674	695	711	716
Handlebar width	560	560	560	560	560
Crank arm length	170	175	175	175	175
Seatpost length	300	300	350	350	350
Head tube length	105	105	105	125	158

Hubset, Type	Compact HyperGlide
	8 spd cassette
Spokes	32
Front	267 14/15ga.
Rear, D/ND	265/266 14/15ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 2.0
Max. Trek size	26 x 1.95
Front derailleur clamp size	34.9 mm /1 3/8"
Bottom bracket, Model	BB-UN51
Shell width/ Axle length	73/113
Crankset bolt hole circle	58/94
Headset size	25.4/34.0/30.0
Stack height	26.5 mm
Stem, degrees rise	10
Handlebar clamp diameter	25.4 mm
Steerer clamp height	40 mm
Seatpost diameter	27.2 mm

Suspension Technology

For the 1995 Trek bicycles, you'll find a lot of suspension. You'll also find a lot of Rock Shox, and the new Fox Alps 4 rear shock on the Y bikes. To help you understand and sell the differences between the various shocks used on our bikes, we offer the following explanations:

SR DuoTrack 7005

The DuoTrack has proven itself to be a solid performer in the recreational category. We hear discussions about whether this level of suspension is worthwhile. Our answer is that the primary benefit of suspension is comfort for the rider, and the DuoTrack does that very nicely. Extra comfort means less fatigue, so the rider doesn't get as tired. This also means the rider can better control the bike. So yes, its worthwhile.

The DuoTrack uses a coil steel spring. Its a little heavier than an elastomer spring, but offers a linear spring rate so the fork's entire travel is usable. New this year are elastomer bumpers for both top-out and bottom-out, so if the rider does manage to max the fork out, its much quieter. Like last year, its also possible to switch to a lighter elastomer spring supplied by SR.

Rock Shox Quadras

These Rock Shox forks are very similar to the Quadra 10 found on the 1994 930SHX. The Quadra 5 uses a one-piece urethane elastomer which is extra long for a very smooth spring curve. The preload is adjustable with a 4 mm allen wrench. 46 mm of travel. The new Quadra 21 has 48 mm of travel, and also uses a one-piece urethane elastomer. However, the preload is adjustable by hand with external adjusters at the top of each stanchion.

Rock Shox Judy XC-L

New technology from Rock Shox, this fork has many great features. For a spring, it uses an MCU (Micro Cellular Urethane) elastomer stack with hand operated preload adjuster at the top of each fork leg. Because the elastomer stack is comprised of several separate pieces of different durometers, its also possible to change-out the pieces to further modify the stiffness if desired.

The left leg uses a hydraulic (oil) damping cartridge which is permanently sealed.

Improvements this year include oversized fork legs and a recessed brake arch to resist twisting during braking. Fork leg overlap has increased and bushing separation has more than doubled. These improvements give this fork incredible lateral rigidity and steering control. This control, combined with the plush, comfortable ride, make this a VERY nice fork.

Working on the fork is extremely easy. The press fit bushings and seals of air/oil designs are gone. Since the damping unit is in cartridge form, and the fork uses MCU springs, your customer can easily disassemble this fork in a matter of minutes.

On all Trek models with the Judy XC forks, we have specified the long travel version with 63.5 mm of travel, the XC-L. The standard XC only offers 50 mm.. The long travel design allows a very plush ride and tons of travel.

Rock Shox Judy SL

This fork shares the features of the XC-L including travel. However, the SL is lighter and has adjustable compression damping. Weight savings come from the use of titanium hardware and alloy steerer to reduce its weight. The damping cartridge, located in the lower portion of the left leg, is adjustable using a 2 mm allen key, as shown in the Trek Owner's Manual.

Fox Alps 4 Rear Shock

For 1995, we have an entirely new full suspension design, the Y bikes. These bikes are spec'd with the Fox Alps 4 long travel (11/2 inch) which yields 4 inches of travel at the rear wheel. The Fox shock has no lock-out mechanism, so travel is smooth and progressive over its entire range. A Fox pump is included with each of these bikes, making it easy to adjust the preload to get the desired riding characteristics.

The FOX uses an anodized aluminum barrel for low weight and less stiction. Its recommended that riders keep the shock clean to maximize the shock life.

Because the bottom bracket height is dependent on the shock length, its important that any other shock used match the length of this shock.

Trek Air/Oil forks.....

There are a lot of Trek air/oil suspension forks like those on the 9200 in use which were sold over the last few years. Trek will continue to provide tools, parts and instructions for those forks for some time. In addition, you will be able to source many of those parts from the Showa company.

OCLV

It seems like a lot of people are starting to use carbon fiber now. Why didn't they before?

Carbon fiber technology is relatively new to most manufacturers, compared to steel, which has been around for centuries. Because of its newness, there were some mistakes made early on by some companies, and the reputation earned by those bikes made all carbon fiber harder to sell.

When did Trek start using carbon fiber?

In 1986. We used our already proven bonding techniques, and avoided a lot of the problems that other bike manufacturers had with carbon production. We also did a lot of R&D to make sure we got the best carbon possible.

I thought all carbon was the same.

Actually, its not. There are different carbon fibers, and different materials used to bind the fibers into a composite.

What exactly is a carbon fiber?

It's a long strand of carbon molecules. There are a lot of ways you can get the carbon molecules to join together with different results, like higher modulus, or stiffness. An individual fiber looks like a thin, black hair.

Hair doesn't sound like a good thing to make bikes out of.

You're right. That's why the carbon fibers are put in a matrix to form a composite. Composite means you have two or more visibly different components made into a single material with the best attributes of both components.

What is the matrix that holds the carbon fibers together?

There are lots of them. With the material Trek uses, its mostly a thermoset epoxy, with just a bit of thermoplastic mixed in. This blend has the lowest weight, and highest strength and stiffness available. Other composites used in bikes today include fiberglass/carbon fiber mix in thermoset, or carbon fiber with thermoplastic matrix. These other blends do not offer the combination of strength, stiffness and low weight of the materials developed by Trek.

Are there any other differences?

Yes- there's a real biggie. How the carbon fibers are oriented, and how close together they are, has a lot to do with the end results of stiffness, strength, and weight. That's what separates OCLV from the rest of the pack.

What does OCLV mean?

It stands for Optimum Compaction, Low Void.

And what does THAT mean?

Optimum Compaction means that the carbon fibers are compressed just the right amount in the epoxy for the best strength possible. If you have too much or too little epoxy, you don't get full strength out of the composite. And voids are any inconsistencies in the composite, like air bubbles or epoxy pockets where there aren't any carbon fibers. Again, that would mean lowered strength. The term Low Void is an engineering term meaning that less than 2% of the composite is voids. Trek commonly gets in under 1%, which is better than aircraft specifications.

So how does that make a better bike?

If you maximize the strength and stiffness of a material, you can use less of it, and produce a lighter structure with the strength and stiffness you need.

What is it that lets Trek get this extra strength and stiffness?

The real key is the control over the fibers in the matrix. You need the control to place them exactly where you want them. With a round, cylindrical tube, that's fairly easy to do. The fibers can be placed on a mandrel, or steel cylinder, and then pressed tightly in place from the outside. After curing, you can pull the mandrel out from the tube. But you can't do that with a complex shape like a lug. Only the OCLV process allows us to put the fibers right where our engineers designed them to be.

But I heard that using lugs and tubes puts natural weak spots in a frame?

If the lug and tube only touched at their ends, that would be true. But we have engineered lugs and tubes with a precision tapered overlapping design with a very large bond area, plus we designed the lugs so that the stress is spread over a large area, and away from the highest stress areas found on a bike.

But you still glue the pieces together. Doesn't that make it weak?

You have to remember that in carbon fiber composite, the material ITSELF is glued together. As long as the bond is of the same precision as the parts you are bonding, there is no weak point.

So with OCLV, you get the best quality of laminate, at the highest strength and stiffness to weight ratio possible?

That explains why OCLV frames are the lightest around, yet fully capable of hard core racing.

Fitting OCLV Hardtails

Since OCLV hardtail mountain bikes have raised bottom brackets (compared to a road bike) and this rider may want to dismount in rough or uneven terrain, more clearance over the top tube is desirable.

With the slightly dropped top tube design of the OCLV hardtails, the correct size offers even more standover than usual for a mountain bike. This slightly dropped top tube results from our desire to avoid any tights bends of the carbon fibers, which might result in a decrease of stiffness or strength. As a bonus, it gives the OCLV bikes a sleek, aerodynamic appearance.

Our engineers designed the OCLV hardtails to fit best with 2.5 to 7 inches of clearance over the top tube. Using this sizing, most riders will find at least two sizes which fit. Of these two sizes, choose the bike with the rider's preference for reach and handlebar height.

Mechanics Notes

New Details for '95

Every year, we tweak and tune. In '94, we added some torsional stiffness to the bottom bracket after the Rocket Boys requested it. The response was positive, and we've now added a bit more through the use of filament wound tubing. For 1995, we've finally answered your requests to use internal threaded water bottle mounts, while satisfying our need for complete structural integrity of the frame. This change reduced the weight, as did the new double butted aluminum head tube insert. We've also changed to top tube routed cables to avoid mud buildup.

All that, and we actually reduced the weight even further!

Those little clear plastic things-

When assembling the OCLV mountain bikes, you'll notice that we no longer include the protective cable sheathing for the top tube. Instead, you'll find three little clear plastic things in the baggie containing the brake straddlewires in the bike's parts box. Each of these little things is actually a set of three tiny donuts. During assembly, break each set apart and thread onto each cable along the top tube. These have the same protective duty as the old sheathing, but look better. In conjunction with the slotted housing stops, they also allow easy lubrication of the cables for best performance.

OCLV bikes and their seatposts

With the OCLV construction, the seat lug is lined with a thin fiberglass layer bonded to the inside of the seat lug. This liner prevents galvanic corrosion which could occur if the aluminum seatpost and the carbon fiber lug were in contact. With this insert, there is no need to grease the seatpost on OCLV bikes, nor is it recommended. If you have inadvertently greased an OCLV seatpost and it will not clamp correctly, clean the seatpost and the inside of the seat lug with a degreaser, being careful not to get degreaser in the bottom bracket.

Suspension Ready Geometry-

The entire OCLV mountain bike line is suspension ready, but with a slightly different fork length specification than the Trek 830 and 850. This is because the OCLV mountain bikes are designed to accommodate longer travel forks like Rock Shox or air/oil forks. The front axle-to-crown race seat dimension for these bikes is 408 mm.

ACSD AntiChain Suck Device-

Unfortunately, the ugliness of chainsuck is an off-road fact of life. Even with the best equipment in great shape, a little mud can stick a chain to a chainring in nothing flat. The Trek ACSD is the best protection there is for protecting the chainstays.

If the chainrings are bent or misaligned, it is critical that they be straightened before performing this adjustment. Position the ACSD plate so that there is between 1 and 2 mm of clearance between the ACSD and any part of the chainrings. Tighten the ACSD adjusting bolts. Test ride the bike to make sure the chainrings do not rub under deflection.

ACSD fender mounting bracket-

If a rider wants to install fenders on a mountain bike, most full coverage fenders require a bottom bracket mounting location. We have thoughtfully designed a fender mount which may be installed as an accessory to the Trek ACSD (TCG Part Number T940091). Install the fender mounting bracket between the ACSD and the chainstays, and readjust the ACSD as normal.

OCLV Off-Road Hardtail frame weight (18"): 1248 gm (2.75 pounds)

9800 *OCLV - LX/XT with RapidFire Plus*

Retail Price $_____

Upgrades from 8700
- *Full OCLV carbon composite frame*
- *Tioga DL-2 headset*
- *Continental tires*
- *Matrix VooDoo rims*
- *System 2 bar ends*
- *Vetta TT TriShock seat with leather cover*

What its for: Singletrack. Off-road. Ultimate performance.

Who its for: Athletic mountain biker. Hard core rider or racer looking for the ultimate ride.

Benefits: OCLV frame is the lightest production frame in the world, yet its rigid for good control in the rough, and the bottom bracket is plenty stiff for efficient energy transfer. System 2 taper gauge Cro-Moly fork is light and lively.

Shimano LX RapidFire Plus with XT rear derailleur for exceptional shifting performance on 24 speeds. Tioga 'Clipman II' clipless pedals allow easy entry and exit, and are adjustable to compensate for cleat wear.

System 2 bar ends aid in climbing, and System 3 bars are extra light and strong. Matrix VooDoo rims are machined for smooth brake action and are really light with Sapim double butted stainless spokes. Continental tires are light and fast.

Frameset	Frame	OCLV carbon composite
	Fork	System 2
	Headset	Tioga DL-2
Controls	Handlebars	System 3 ATB
	Bar ends	System 2
	Stem	System 3 ATB Direct Connect
	Shifters	Shimano LX RapidFire Plus
	Brake levers	Shimano LX
	Grips	Trek Pro Lite
Brakes		Shimano LX
Drivetrain	Crankset	Shimano LX
	Pedals	Tioga 'Clipman II' clipless
	F. derailleur	Shimano LX, top pull
	R. derailleur	Shimano XT SGS
	Freewheel	Shimano HG70
	Chain	Shimano HG70
Wheelset	Hub, Front	System 3
	Rear	Shimano LX
	Rims	Matrix VooDoo
	Tires	Continental Leader Pro/F , Cross Country/R, Kevlar® beads
	Tubes	Presta valve
	Spokes	Sapim stainless, double butted
Seat		Vetta TT TriShock Racing, manganese rails, black leather cover
	Seatpost	System 2
	Seat binder	System OCLV with integral cable hanger and binder bolt
Weight		22.1 lbs. (10.04 kg)
Color		Dry Ice Blue

Gearing

	22	32	42
11	—	79	103
12	49	72	94
14	42	62	81
16	37	54	71
18	33	48	63
21	28	41	54
24	25	36	47
.28	21	31	—

Geometry and Fit *All measurements in millimeters*

	16.5	18	19.5	21
A. Head angle	70.5	71.0	71.0	71.0
B. Seat angle	73.0	73.0	73.0	73.0
C. Effective top tube	582	592	594	599
D. Chainstay length	424	424	424	424
E. Bottom bracket ht	297	297	297	297
F. Offset	37	37	37	37
G. Wheelbase	1054	1059	1064	1069
Trail	79	76	76	76
Standover height	723	741	764	799
Stem	105	120	135	135
Reach	674	695	711	716
Handlebar width	560	560	560	560
Crank arm length	175	175	175	175
Seatpost length	300	350	350	350
Head tube length	110	110	123	159

Hubset, Type	Compact HyperGlide
	8 spd cassette
Spokes	32
Front	267 14/15ga.
Rear, D/ND	265/266 14/15ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 2.0
Max. Trek size	26 x 2.35
Front derailleur clamp size	34.9 mm /1 3/8"
Bottom bracket, Model	BB-UN71
Shell width/ Axle length	73/113
Crankset bolt hole circle	58/94
Headset size	25.4/34.0/30.0
Stack height	27.6 mm
Stem, degrees rise	10
Handlebar clamp diameter	25.4 mm
Steerer clamp height	40 mm
Seatpost diameter	27.2 mm

9800SHX *Carbon fiber composite with Easton stays*

Rock Shox Judy XC-L - LX/XT with RapidFire Plus

Retail Price $_____

Upgrades from 9800
- *Rock Shox Judy XC-L long travel suspension fork*

What its for: Singletrack. Off-road. Ultimate performance.

Who its for: Athletic mountain biker. Hard core rider or racer looking for the ultimate ride including the comfort of suspension.

Benefits: OCLV frame is the lightest production frame in the world, yet its rigid for good control in the rough, and the bottom bracket is plenty stiff for efficient energy transfer.

Rock Shox Judy XC-L suspension fork is long travel version with 63.5 mm of elastomer travel and oil damping cartridge.

Shimano LX with XT rear derailleur for exceptional shifting performance over 24 gears. Tioga 'Clipman II' clipless pedals allow easy entry and exit, and are adjustable to compensate for cleat wear.

Matrix VooDoo rims are machined for smooth brake action and are really light with Sapim double butted stainless spokes. Continental tires are light and fast.

Frameset	Frame	OCLV carbon composite
	Fork	Rock Shox Judy XC-L
	Headset	Tioga DL-2
Controls	Handlebars	System 3 ATB
	Bar ends	System 2
Stem		System 3 ATB Direct Connect
	Shifters	Shimano LX RapidFire Plus
	Brake levers	Shimano LX
	Grips	Trek Pro Lite
Brakes		Shimano LX
Drivetrain	Crankset	Shimano LX
	Pedals	Tioga 'Clipman II' clipless
	F. derailleur	Shimano LX, top pull
	R. derailleur	Shimano XT SGS
	Freewheel	Shimano HG70
	Chain	Shimano HG70
Wheelset	Hub, Front	System 3
	Rear	Shimano LX
	Rims	Matrix VooDoo
	Tires	Continental Leader Pro / Cross Country, Kevlar® beads
	Tubes	Presta valve
	Spokes	Sapim stainless, double butted
Seat		Vetta TT TriShock Racing, manganese rails, black leather cover
	Seatpost	System 2
	Seat binder	System OCLV with integral cable hanger and binder bolt
Weight		23.3 lbs. (10.58 kg)
Color		Nude

Gearing

	22	32	42
11	—	79	103
12	49	72	94
14	42	62	81
16	37	54	71
18	33	48	63
21	28	41	54
24	25	36	47
28	21	31	—

Geometry and Fit *All measurements in millimeters*

	16.5	18	19.5	21
A. Head angle	70.5	71.0	71.0	71.0
B. Seat angle	73.0	73.0	73.0	73.0
C. Effective top tube	582	592	594	599
D. Chainstay length	424	424	424	424
E. Bottom bracket ht	297	297	297	297
F. Offset	37	37	37	37
G. Wheelbase	1054	1059	1064	1069
Trail	79	76	76	76
Standover height	723	741	764	799
Stem	105	120	135	135
Reach	674	695	711	716
Handlebar width	560	560	560	560
Crank arm length	175	175	175	175
Seatpost length	300	350	350	350
Head tube length	110	110	123	159

Hubset, Type	Compact HyperGlide
	8 spd cassette
Spokes	32
Front	267 14/15ga.
Rear, D/ND	265/266 14/15ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 2.0
Max. Trek size	26 x 2.35
Front derailleur clamp size	34.9 mm /1 3/8"
Bottom bracket, Model	BB-UN71
Shell width/ Axle length	73/113
Crankset bolt hole circle	58/94
Headset size	25.4/34.0/30.0
Stack height	27.6 mm
Stem, degrees rise	10
Handlebar clamp diameter	25.4 mm
Steerer clamp height	40 mm
Seatpost diameter	27.2 mm

9900 *OCLV - Rock Shox Judy SL - XTR with RapidFire Plus*

Retail Price $_____

What its for: Singletrack. Off-road. Ultimate performance.

Who its for: Athletic mountain biker. Hard core rider or racer looking for the ultimate ride and the comfort of a suspension fork.

Benefits: OCLV frame is the lightest production frame in the world, yet its rigid for good control in the rough, and the bottom bracket is plenty stiff for efficient energy transfer.

Rock Shox Judy SL fork offers 63.5 mm of elastomer travel. Oil damping cartridge has easily adjustable compression damping rate.

Shimano XTR and M737 clipless pedals for the ultimate racing performance.

Matrix VooDoo rims, machined for smooth brake action, are laced with double butted Wheelsmith spokes with alloy nipples, and White hubs for very light wheelset. Continental tires are light and fast. System components, like OCLV bar ends, make the bike super light, yet strong enough for professional racers like Trek's Rocket Boys.

Upgrades from 9800SHX
- *Rock Shox Judy SL suspension fork*
- *Shimano XTR equipment*
- *Shimano SPD M737 pedals*
- *White Industries hubs*
- *Wheelsmith wheels with alloy nipples*
- *Vetta TT TriShock seat with Vanadium rails*
- *System OCLV bar ends*

Frameset	Frame	OCLV carbon composite
	Fork	Rock Shox Judy SL
	Headset	Tioga DL-2
Controls	Handlebars	System 4 ATB
	Bar ends	System OCLV
	Stem	System 3 ATB Direct Connect
	Shifters	Shimano XTR RapidFire Plus w/ RideOn Cable System
	Brake levers	Shimano XTR
	Grips	Trek Pro Lite
Brakes		Shimano XTR
Drivetrain	Crankset	Shimano XTR
	Pedals	Shimano M737 SPD clipless
	F. der.	Shimano XTR, top pull
	R. der.	Shimano XTR
	Freewheel	Shimano M900
	Chain	Shimano HG90
Wheelset	Hubs	White Industries w/Tracker front
	Rims	Matrix VooDoo
	Tires	Continental Leader Pro/F, Cross Country/R, Kevlar® beads
	Tubes	Ultralight, presta valve
	Spokes	Wheelsmith XL-15 stainless, double butted, alloy nipples
Seat		Vetta TT TriShock Racing, Vanadium rails, black leather cover
	Seatpost	System 3 Ti
	Seat binder	System OCLV with integral cable hanger and binder bolt
Weight		23.0 lbs. (10.44 kg)
Color		Nude

Gearing

	26	36	46
12	—	81	103
14	50	69	89
16	44	61	78
18	39	54	69
21	33	46	59
24	29	40	52
28	25	35	44
32	22	30	—

Geometry and Fit *All measurements in millimeters*

	16.5	18	19.5	21
A. Head angle	70.5	71.0	71.0	71.0
B. Seat angle	73.0	73.0	73.0	73.0
C. Effective top tube	582	592	594	599
D. Chainstay length	424	424	424	424
E. Bottom bracket ht	297	297	297	297
F. Offset	37	37	37	37
G. Wheelbase	1054	1059	1064	1069
Trail	79	76	76	76
Standover height	723	741	764	799
Stem	105	120	135	135
Reach	674	695	711	716
Handlebar width	560	560	560	560
Crank arm length	175	175	175	175
Seatpost length	300	350	350	350
Head tube length	110	110	123	159

Hubset, Type	HyperGlide
	8 spd cassette
Spokes	32
Front	267 15/17ga.
Rear, D/ND	265/266 15/17ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 2.0
Max. Trek size	26 x 2.35
Front derailleur clamp size	34.9 mm /1 3/8"
Bottom bracket, Model	BB-UN91
Shell width/ Axle length	73/113
Crankset bolt hole circle	74/110
Headset size	25.4/34.0/30.0
Stack height	27.6 mm
Stem, degrees rise	10
Handlebar clamp diameter	25.4 mm
Steerer clamp height	40 mm
Seatpost diameter	27.2 mm

Tires 1995- Continental, Tioga, and Trek

In the past, Trek bikes came exclusively with Trek designed tires. For the 1995 model year, Trek bikes come with a wide variety of models and brands of tires. This change comes from consumer and dealer demand. We listen to what you ask for, and deliver it to help you sell more Trek bikes, and to help your consumers better enjoy their Trek bikes.

Tires can make a big difference in how fast or easy a bike rides, how comfortable it is, and how it handles. We have carefully analyzed how to best compliment the ride of each Trek bike. We hope that you and your customers find our selections good ones.

Because of this wide array of tires, we list here some of the specifications and manufacturer's recommendations concerning their tires:

Continental off-road tires

Leader Pro- Tread compound has the highest percentage of natural rubber for harder knobs which still have great traction. This compound, used on all Continental tires, also is more cut and wear resistant for long tread life. A special process coats the nylon threads in the casing with natural rubber for high cut resistance. Very open directional tread pattern means more pressure per square inch of knob for maximum bite. Recommended for front only, because the additional weight on the rear wheel would cause premature wear. 2.0 width for good flotation and shock absorption, but with low weight. 480 gms.

Cross Country- Same casing construction and tread material as the Leader Pro. Large, sharp, and closer spaced knobs with cross-tread blocking for uphill traction as well as increased stopping power. Suitable for front or rear tire use with directional arrows for each. 1.9 width for low weight, and fast rolling. 530 gms. The extra weight compared to the Leader Pro is the result of the large knobs.

Tioga off-road tires

Tioga uses a variety of descriptor letters along with the names of their tires. These can be confusing, so here we'll try to straighten it out:

K- Slightly rounded tread blocks, with more spacing between the knobs. Lighter and faster. (Yeah, we thought it meant Kevlar(tm), too.)

S- Steel bead

R- Amber colored, softer tread (and we thought it was R for Racing)

II- Denser tread pattern for durability

Psycho- 1.95 casing width with the tread width more like that of a 2.1. Recommended tire mounting has the front chevrons pointing forwards, and the rear chevron pointing rearwards (when on top of the wheel). Treks use the Psycho K with Kevlar(tm) bead (540 grams) and the Psycho KS, with a steel bead (580 grams).

Trek off-road tires

Connection- Linked center blocks for smooth rolling and aggressively sized knobs on a 1.95 casing make this a great combination road and off-road tire.

Big Kahuna front and rear- Trek designed steering and drive specific tire system. Used by Trek's Rocket Boys. Big 2.1 casing is shock absorptive and durable. 615 gram front. 678 gram rear.

Continental road tires

Super Sport-Continental technology in a great recreational road tire. 320 grams.

Grand Sport- Same casing quality and tread compound as Conti's off road tires. 290 grams in a 23c.

Grand Prix- Conti's best. Just 190 grams in a 23c.

Trek road tires

Invert II- 700 x 38c tire with more open inverted tread. Tread pattern is expanded to cover more tire surface for better traction in looser terrain. 440 grams.

IsoTech 2- Road tire with smooth center for speed, siped sidewalls for traction. 66 TPI. Max pressure 100 PSI.

IsoTech 3- Lighter and stronger version of the 2. 115 PSI and 265 grams for a 25c.

IsoTech 3K- Same features as the 3, but with the addition of a Kevlar belt under the tread for extra puncture resistance. The Kevlar belt adds some weight, so this one is 295 grams.

Selling Full Suspension

For Gonzos Only?

Too often, full suspension bikes are portrayed as equipment for crazies. Looking at the media and manufacturer's catalogs, if you don't have big hair and a general disregard for your health, they're not for you. Nothing could be further from the truth.

Whether its full suspension with a hardtail feel like the 9200 or the fully active, super plush Y bikes, any rider can benefit from having both wheels sprung.

The benefits of suspension

With a suspension fork, the single most important benefit felt by the rider is comfort. When a rider is more comfortable, they can control their bike better. The handlebars don't transmit the impacts so your wrists and arms don't get as tired. Less vibration to your shoulders and head makes it easier to see because your eyeballs don't bounce around as much.

As a benefit of this additional comfort, the rider gets better control and less fatigue. More control means that now you can ride through technical sections more easily. Going fast on downhills is easier. Less fatigue means that you can climb better, something especially noticeable after a few miles. At the top of each climb, recovery is much quicker if you can sit in the saddle and relax. Less fatigue also means you can ride longer and further.

So, we can say that suspension makes you a better rider. Some might even call it cheating.

A suspension fork alone offers all these benefits, but full suspension bikes do the same and more. Again, by being more comfortable, the rider can better control the bike, and ride longer and stronger. Is that worth the extra weight of more suspension pieces? You bet!

Why don't more racers use full suspension?

Believe it or not, many NORBA pros don't think of their races courses as being particularly rough. Trek's Rocket Boys Don Myrah and Travis Brown are excellent cyclocross riders who could actually ride road bikes in some parts of these courses. So when the going is fast and smooth (at least by their standards), Don and Travis will be riding their Trek 9900s.

But when the course gets rough, look for the Rocket Boys to ride the new Y bikes. Travis both qualified and competed at the '94 World Championships on his Y bike*. And it's all he trains on.

But lets face it, when you get to be as strong as Trek's Rocket Boys, you can ride well on almost any bike. These guys ride thousands of dirt miles every year, in some of the toughest conditions anywhere. Go on a long ride with Don or Travis and you'll find that they are hardly breathing while your heart monitor indicates that your poor, mortal body is about to explode. These guys are fit! The Rocket Boys don't need to worry about fatigue because they are pedaling machines.

When you get to the top of the climb with one of these guys, point your bike downhill and say good-bye as the Rocket Boys disappear from sight ahead of you. These guys don't worry too much about control. They've got reflexes that most riders can only dream about. They can ride on full rigid bikes if they want (they both did at the '93 NORBA Nats in Michigan). So although Travis trains exclusively on his Y bike, he isn't giving up his 9900. Not yet, anyway.

For recreational riding only?

Full suspension is for anybody who likes mountain bikes. Actually, it could be for anybody who likes ANY bike. Because its pretty rare that someone says that they don't want to be comfortable.

In the past, full suspension often meant unwanted complexity from too many pivots. It meant flexy frames that weighed a ton. And too often it meant too much money.

But with Trek's full suspension line-up, you get simple, efficient bikes, at weights lower than many 'rigid' bikes. And you get a comfortable ride which makes you a better rider.

So that's the benefit you should use to sell full suspension: Comfort. And comfort means control and less fatigue. And that means...MORE FUN!

*Note: Unfortunately Travis had the flu at World's and qualified last, moved quickly up towards the top fifty, and then his illness overcame him.

9200

Easton 7129 E9 Program with OCLV swingarm
Trek Mogul air/oil fork - LX with RapidFire Plus

What its for: Singletrack. Off-road. Ultra performance

Who its for: Athletic mountain biker. Hard core rider or racer looking for the ultimate ride and the comfort of full suspension.

Benefits: Suspension Track System gives a hardtail ride, but with extra protection on big hits.

Trek mogul air/oil suspension fork is smooth, very active, and ultra-durable.

Shimano LX 21 speed shifting is quick and smooth.

Matrix SingleTrack rims have inverted sidewalls for positive cantilever stopping poser and no pad dive.

PiranhaPro tires and Sapim stainless double butted spokes are very light for excellent acceleration.

Frameset	Frame	Easton 7129 E9 Program aluminum OCLV carbon swingarm w/ Risse rear shock
	Fork	Trek Mogul air/oil suspension
	Headset	Tioga AL2
Controls	Handlebars	System 4 ATB
	Bar ends	System 2
	Stem	System 3 ATB Direct Connect
	Shifters	Shimano LX RapidFire Plus
	Brake levers	Shimano LX
	Grips	Trek Pro Lite
Brakes		Shimano LX (f), Paul's CrossTop (r)
Drivetrain	Crankset	Shimano LX
	Pedals	System 3 w/clips and straps
	F. der.	Shimano LX, top pull
	R. der.	Shimano XT SGS
	Freewheel	Shimano HG70
	Chain	Shimano HG70
Wheelset	Hubs	Shimano LX
	Rims	Matrix SingleTrack Pro
	Tires	IRC Piranha Pro-K
	Tubes	Ultralight, presta valve
	Spokes	Sapim stainless, double butted
Seat		System 3 Wide Racing, manganese rails, leather cover
	Seatpost	System 3
	Seat binder	System Aluminum with binder bolt
Weight		27.6 lbs. (12.52 kg)
Color		Black Chrome

Retail Price $_____

Upgrades from 7000SHX
- *Full Suspension*
- *Shimano LX equipment*
- *Shimano XT rear derailleur*
- *Trek Mogul suspension fork*
- *System 3 pedals*
- *System 4 handlebars, System 3 stem, System 2 bar ends, and System 3 seatpost*

Gearing

	22	32	42
11	—	79	103
13	46	66	87
15	40	58	76
18	33	48	63
21	28	41	54
24	25	36	47
28	21	31	—

Geometry and Fit *All measurements in millimeters*

	16.5	18	20	22
A. Head angle	70.5	71.0	71.0	71.0
B. Seat angle	73.0	73.0	73.0	73.0
C. Effective top tube	564	572	572	584
D. Chainstay length	424	424	424	424
E. Bottom bracket ht	305	305	305	305
F. Offset	37	37	37	37
G. Wheelbase	1039	1041	1044	1057
Trail	79	76	76	76
Standover height	749	772	800	843
Stem	120	135	150	150
Reach	669	690	703	715
Handlebar width	560	560	560	560
Crank arm length	175	175	175	175
Seatpost length	250	300	350	350
Head tube length	109	109	122	160

Hubset, Type	Compact HyperGlide 7 spd cassette
Spokes	32
Front	268 15/17ga.
Rear, D/ND	266/267 15/17ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 2.0
Max. Trek size	26 x 2.35
Front derailleur clamp size	34.9 mm /1 3/8"
Bottom bracket, Model	BB-UN51
Shell width/ Axle length	73/113
Crankset bolt hole circle	58/94
Headset size	25.4/34.0/30.0
Stack height	27.6 mm
Stem, degrees rise	10
Handlebar clamp diameter	25.4 mm
Steerer clamp height	40 mm
Seatpost diameter	27.2 mm

Y Bike Technology

Wasn't Trek one of the first companies out with full suspension?

Trek introduced their first full suspension design, dubbed T3C, over 3 years ago. At the time, it was cutting edge technology incorporating a simple, clean design which offered protection from big hits, while riding like a hardtail most of the time. Using a single, maintenance free pivot and a swingarm design which still allowed adjustment of the front derailleur, it is still very successful as seen with our latest version of this design, the Suspension Track System 9200.

This new design is really different, isn't it?

The needs and desires of mountain riders is changing. Rather than the lockout offered by the 9200, many riders want a fully active system, something very plush yet laterally rigid. But still light weight.

Didn't Trek say that the swingarm design of the T3C was more efficient than a fully active design?

With the Y design, you can sit comfortably in the saddle and pedal over all sorts of obstacles without getting thrown around. That saves a lot of energy and keeps the power transmission steady for better traction. So although the the suspension is always moving, the overall picture is that you actually save energy with the Y bike.

So how much bobbing is there?

That depends on how you set up the bike, and how you pedal. You know how when you pedal really hard, you get a bit of a wheelie? That's the result of a counter-torque. In a wheelie, the frame and front wheel lift as an equal and opposite reaction to the downward turning of the leading edge of the rear wheel. The pivot on the Y bikes is located so that the counter-torque from the rear wheel balances out the downward forces of your body as you pedal. That means that you won't feel the bike bobbing from your pedaling, but if you bounce up and down on it, the bike's suspension will definitely move.

But with a fork as plush as the Judy, you can definitely make the bike move up and down. Also, if you chop at the pedals without turning the rear wheel, you don't get the torque effect. We actually put a rigid fork in to check this, and found that most of the motion comes from the plushness of the fork. If you set the bike up carefully for a test ride, you won't get much bobbing.

But with a fully active system, it means some bobbing anyway, right?

Yes, a really plush fully active bike like the Y series will move if you bounce on it, both front and rear. The flip side is that the bike reacts to every little bump, keeping the tires on the ground and giving you incredible traction.

Both climbing and stopping traction?

Both are improved.

You mentioned lateral rigidity. How stiff is it?

The new Y bikes are about 15% stiffer torsionally than a Trek 9900, and about 8% laterally.

Wow. That's awesome, cuz the 9900 is a mean ride. How about weight?

Well, you still have a weight penalty, but its not too bad. The top of the line Y33 goes at about 24.5 pounds, compared to around 23 pounds for a 9900.

They aren't really all that expensive. What's the down side?

A plush, fully active suspension is just that. Plush and active. If a rider gets on expecting it to feel like a rigid bike, or even a suspended hardtail, they'll miss what this bike is all about. What we've found is that the more we ride suspension, the softer we seem to like it. Under normal pedaling, there is not a lot of motion that you can feel. You can see the shocks moving, though. When you get out of the saddle and sprint, the bike can move up and down, especially if the fork is set-up really soft. Most of the movement is the fork, and for this reason you may want to send your demos out with the fork at full damping, and somewhat high spring preload. After the rider gets used to an active feel, they can soften it up.

So mostly its just adjustment. How much air in the rear shock?

Your body weight in PSI, plus about 10% is a good starting point. Later, most folks will ride it on the softer side.

How much travel do you actually get?

4 inches in the back, and 2.5 in the front.

So how do you describe this design?

Its being called a "Unified Rear Triangle" with a "Fixed Chain Length".

Why is that?

Because the rear triangle is like on a hardtail- its all one piece between the chainstays, seat stays, seat tube, and bottom bracket. With this design, the bottom bracket and rear wheel cannot move toward or apart from one another, so there is no chain or pedal feedback. Its what makes the action of the rear end so supple.

Some other Unified Rear Triangles have really different pivot locations. Why is that?

Ours was located to minimize torsional flex, and to keep the bottom bracket and seat at the same distance. Otherwise, hitting a bump will make your seat feel like its moving up and down (actually its the bottom bracket which moves) making it hard for you to pedal. This defeats the purpose of having an active suspension.

How much does the bottom bracket move?

If you fully compress all four inches at the wheel, the bottom bracket will move up about 1/4 inch, and back only about 3/4 inch. Since it would be hard to stay seated and pedal through such a hard bump, you can't feel it.

How does this pivot location minimize flex?

Think of it this way. The longer the wrench, the more you can twist a bolt or nut, right? Well, the further the pivot is away from a straight line between the bottom bracket and the head tube, the more torque you can apply to the pivot, causing more flex.

In addition, the further forward on the bike you move the pivot, the greater the chances that a front wheel impact would activate the rear shock. We placed the Y bike pivot so that it has fully independent suspension.

What about the pivot, anyway?

Its an electroless Nickel plated aluminum axle riding on a Teflon impregnated composite bearing.

Sounds cool? What's special about it?

Its maintenance free. You don't even have to lube it. In fact, you shouldn't because some lubes may damage the lubrication in the bearing. Just wash the pivot area with a little soap and water.

Isn't that the same thing as the T4C bikes?

Its the same technology, but used a little differently. There's actually more bearing surface now, even though the axle is a little shorter.

Fitting the Y bikes

With the Y bike frame, its hard to even say it has a top tube, but we'll use the term for discussion's sake. With the very dropped top tube design of the Y, the correct frame size offers way more standover than usual for most mountain bikes.

With this sizing, most riders will find they can straddle all 3 sizes. Choose the bike with the rider's preference for reach and handlebar height, and make sure that the rider's seat post adjustment leaves at least 1 inch of clearance over the top of the shock.

Selling the Y Bikes

With any suspension bike, it will help a great deal to set the bike up properly for a test ride. We recommend that you try the following 2 Step procedure for your own test ride, and then follow it with your customers (with your own modifications as desired).

Our recommendations for a first ride are to set the bike up with body weight plus ten in PSI in the rear shock, and set the fork up at its stiffest setting. This is a firm setting. As you set the bike up firm, explain to the customer that the bike can easily be set up softer as they get used to it, and that you will have them try that, too.

After this initial test ride, soften the bike up so that there is 2-4 mm of sag (measured at the rear shock) with the rider in the saddle, and 5-10 mm in the fork. Then ride the bike again.

We find that some folks like the fork set at full soft. In any case, you won't want more than 2-4 mm of sag at the rear shock as this may cause the bottom bracket to be too low.

How to Describe the Y Bike

The Y bike uses a frame design called a Unified Rear Triangle. This type of design means that there are no pivots or movable pieces between the brakes, the rear axle, or the bottom bracket. This results in a Fixed Chain Length, where the movement of the suspension does not change the distance between the bottom bracket and the rear axle. The result of this design is that there is no pedal-actuated lockout, nor is there any biopacing or pedal feedback. Also, you get the same suspension action regardless of what gear you're in.

The Y bike frame design is also a Fully Active Suspension Design. This means full time suspension that can always move, and that pedaling or braking will not affect its ability to absorb bumps.

The main frame (not really a triangle) is made as a one-piece OCLV lug. This makes it very light and extremely rigid. The rear triangle is welded 6061 T6 heat treated aluminum.

The large diameter pivot is laterally rigid and low maintenance. It uses an electroless nickel plated aluminum axle which rotates on Teflon impregnated composite bearings. The composite includes ceramic material, so it is very hard and wear resistant. With the Teflon impregnation, it is also very smooth and maintenance free.

The Y design yields 4 inches of travel at the rear wheel, with 2.5 inches at the fork. The Suspension Ready Geometry of the Y bike is designed for the Judy long travel forks, so the design calls for an axle-to-crown race distance of 426.5 mm. Frame weight is 2.1 pounds. Swingarm weight is 2.0 pounds.

Y22

OCLV/ 6061 T6 Full Suspension
Rock Shox Judy XC-L - LX/XT with GripShift

What its for: Singletrack. Off-road. Ultimate performance.

Who its for: Athletic mountain biker. Performance rider or racer looking for full suspension's comfort and the resultant extra control and reduced fatigue.

Benefits: Y bike gives Fully Active suspension with Unified Rear Triangle and fixed chain length. Very light, yet laterally and torsionally rigid for excellent handling in all terrain.

Shimano LX with XT rear derailleur and GripShift for excellent shifting. Tioga 'Clipman II' clipless pedals provide extra power and control, with an adjustment for cleat wear.

Rock Shox Judy XC-L long travel (63.5 mm) suspension fork uses elastomer and a sealed oil damping cartridge. The AheadSet and System 2 front suspension hub add to the already excellent steering.

Retail Price $_____

Upgrades from 9800SHX
- *Full suspension*
- *GripShift SRT-800 X-RAY*

Frameset	Frame	OCLV carbon composite
	Swingarm	6061 T6 aluminum, welded
	Fork	Rock Shox Judy XC-L
	Headset	Dia-Compe SA-2
Controls	Handlebars	System 3 ATB
	Bar ends	System 2
	Stem	System 3 ATB Direct Connect
	Shifters	GripShift SRT-800 X-RAY
	Brake levers	Dia-Compe PC-7
	Grips	Trek Pro Groove
Brakes		Shimano STX-RC
Drivetrain	Crankset	Shimano LX
	Pedals	Tioga 'Clipman II' clipless
	F. derailleur	Shimano LX, top pull
	R. derailleur	Shimano XT SGS
	Freewheel	Shimano HG70
	Chain	Shimano HG70
Wheelset	Hub, Front	System 2
	Rear	Shimano LX
	Rims	Matrix VooDoo
	Tires	Tioga Psycho K, Kevlar® bead
	Tubes	Presta valve
	Spokes	Sapim stainless, double butted
Seat		Vetta TT TriShock Racing, manganese rails, black Torino cover
	Seatpost	System 2
	Seat binder	System OCLV with integral bolt
Weight		25.5 lbs. (11.58 kg)
Color		Ice Red with Polished rear triangle and Nickelite Rock Shox

Gearing

	22	32	42
11	—	79	103
12	49	72	94
14	42	62	81
16	37	54	71
18	33	48	63
21	28	41	54
24	25	36	47
28	21	31	—

Geometry and Fit *All measurements in millimeters*

	S	M	L
A. Head angle	71.0	71.0	71.0
B. Seat angle	73.0	73.0	73.0
C. Effective top tube	566	597	615
D. Chainstay length	430	430	430
E. Bottom bracket ht.	315	315	315
F. Offset	38	38	38
G. Wheelbase	1046	1072	1095
BB to top of seat tube	17.5	19.5	21.5
Trail	75	75	75
Standover height	711	737	762
Stem	105	120	135
Reach	658	700	732
Handlebar width	560	560	560
Crank arm length	175	175	175
Seatpost length	300	350	350
Head tube length	110	123	159

Hubset, Type	Compact HyperGlide 8 spd cassette
Spokes	32
Front	267 14/15ga.
Rear, D/ND	265/266 14/15ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 1.95
Max. Trek size	26 x 2.35
Front derailleur clamp size	34.9 mm /1 3/8"
Bottom bracket, Model	BB-UN51
Shell width/ Axle length	73/113
Crankset bolt hole circle	58/94
Headset size	25.4/34.0/30.0
Stack height	26.5 mm
Stem, degrees rise	10
Handlebar clamp diameter	25.4 mm
Steerer clamp height	40 mm
Seatpost diameter	27.2 mm

Y33

OCLV/ 6061 T6 Full Suspension
Rock Shox Judy SL - XTR with RapidFire Plus

What its for: Singletrack. Off-road. Ultimate performance.

Who its for: Athletic mountain biker. Performance rider or racer looking for full suspension's comfort and the resultant extra control and reduced fatigue.

Benefits: Y bike gives Fully Active suspension with Unified Rear Triangle and fixed chain length. Very light, yet laterally and torsionally rigid for excellent handling in all terrain. Rock Shox Judy SL suspension fork has 63.5 mm of travel with elastomers and a sealed oil damping cartridge with adjustable compression damping to compliment the rear suspension.

Shimano XTR RapidFire Plus full race components with M737 SPD clipless pedals is the best you can get.

White hubs, Wheelsmith double butted stainless spokes, alloy nipples, and Matrix VooDoo rims make the wheels very light. Continental tires provide excellent traction with natural rubber tread.

Retail Price $_____

Upgrades from Y22
- *Rock Shox Judy SL suspension fork*
- *Shimano XTR equipment*
- *Shimano SPD M737 clipless pedals*
- *White Industries hubs, Wheelsmith butted spokes, alloy nipples and Conti tires*
- *Vetta TT TriShock seat with Vanadium rails*
- *System OCLV bar ends*

Frameset	Frame	OCLV Carbon composite,
	Swingarm	6061 T6 aluminum, welded
	Fork	Rock Shox Judy SL
	Headset	Tioga DL-2
Controls	Handlebars	System 4 ATB
	Bar ends	System OCLV
	Stem	System 3 ATB Direct Connect
	Shifters	Shimano XTR RapidFire Plus w/RideOn Cable System
	Brake levers	Shimano XTR
	Grips	Trek Pro Lite
Brakes		Shimano XTR
Drivetrain	Crankset	Shimano XTR
	Pedals	Shimano M737 SPD clipless
	F. der.	Shimano XTR, top pull
	R. der.	Shimano XTR
	Freewheel	Shimano M900
	Chain	Shimano HG90
Wheelset	Hubs	White Industries w/Tracker front
	Rims	Matrix VooDoo
	Tires	Continental Leader Pro / Cross Country, Kevlar® beads
	Tubes	Ultralight, Presta valve
	Spokes	Wheelsmith XL-15 stainless, double butted, with alloy nipples
Seat		Vetta TT TriShock Racing, Vanadium rails, black leather cover
	Seatpost	System 3 Ti
	Seat binder	System OCLV with integral binder bolt
Weight		24.5 lbs. (11.12 kg)
Color		Indigo with Polished rear triangle and Yellow Rock Shox

Gearing

	26	36	46
12	—	81	103
14	50	69	89
16	44	61	78
18	39	54	69
21	33	46	59
24	29	40	52
28	25	35	44
32	22	30	—

Geometry and Fit *All measurements in millimeters*

	S	M	L
A. Head angle	71.0	71.0	71.0
B. Seat angle	73.0	73.0	73.0
C. Effective top tube	566	597	615
D. Chainstay length	430	430	430
E. Bottom bracket ht.	315	315	315
F. Offset	38	38	38
G. Wheelbase	1046	1072	1095
BB to top of seat tube	17.5	19.5	21.5
Trail	75	75	75
Standover height	711	737	762
Stem	105	120	135
Reach	658	700	732
Handlebar width	560	560	560
Crank arm length	175	175	175
Seatpost length	300	350	350
Head tube length	110	123	159

Hubset, Type	HyperGlide 8 spd cassette
Spokes	32
Front	267 15/17ga.
Rear, D/ND	265/266 15/17ga.
R. Dropout width	135.0 mm
Tire size, Spec	26 x 2.0
Max. Trek size	26 x 2.35
Front derailleur clamp size	34.9 mm /1 3/8"
Bottom bracket, Model	BB-UN91
Shell width/ Axle length	73/113
Crankset bolt hole circle	74/110
Headset size	25.4/34.0/30.0
Stack height	27.0 mm
Stem, degrees rise	10
Handlebar clamp diameter	25.4 mm
Steerer clamp height	40 mm
Seatpost diameter	27.2 mm

Trek MultiTracks

Like a mountain bike, only easier to pedal.
Like a road bike, only tougher and more comfortable.

Trek MultiTrack bicycles are the perfect machines for every day riding. They have mountain bike style handlebars and a wide seat for upright riding position to make you more comfortable, stable, and even more visible in traffic.

Great for everything from a spin around the block to long day tours, MultiTracks offer a wide 21 speed gear ratio (or 24 speeds on the new 7900). They also have the extra stopping power of cantilever brakes. This is a really nice feature for those riding in steeper areas, off pavement, or pulling a bike trailer.

The wheels on Multitrack bikes are similar to the lightweight wheels on road bikes, but with an extra measure of durability for the less-than-ideal road conditions found in everyday riding. While these wheels offer more comfort and stability than a road bike, they also offer more speed and maneuverability than those found on most mountain bikes.

There are many mountain bikes sold today which will never be ridden off the pavement. These bikes are selected for their stability and comfort, especially the more upright position. This type of rider would benefit from the light weight ride of a MultiTrack. Your customer may not be interested in more speed, but most everyone is interested in a bike that's easier to pedal. MultiTracks are the solution.

From the description given here, it may sound like these are pavement-only bikes. Not true! All the MultiTracks come equipped with wider 35c, 38c or even 40c tires. This extra width makes them more comfortable, more stable, and more durable, all attributes which will allow the rider an off-pavement experience.

However, being suitable for off-pavement does not mean off-road. Only an experienced cyclist will use a MultiTrack on single track or off-road riding. If a cyclist is interested in a MultiTrack for use off-road, we would recommend the models 7600 or the 7900. These bikes have a design very similar to a mountain bike, including a higher bottom bracket than that of the steel MultiTracks. This higher bottom bracket is important for adequate pedal clearance in rough or uneven terrain.

The steel MultiTracks use a bottom bracket height more closely matched by our road bikes. This gives the rider a lower center of gravity when riding, and also makes it easier to get on and off them. The steel MultiTracks have a very different design than a road bike, however, in that they have a smoother, more stable ride as a result of their longer wheelbase.

The steel MultiTracks come in more sizes than the 7600 and 7900, and also come in a step-through (also called 'women's') model. This design should not be limited to just women. Anyone wanting a slightly closer reach, or wanting the convenience of mounting the bike by stepping through the frame and not over it (thus the name) will enjoy this style of frame.

Fitting the MultiTrack

When sizing a MultiTrack bike, remember that Multitrack positioning is similar to that of a mountain bike. Choose a bike with 2-5 inches clearance over the top tube. If the bike is sized like a road bike (with just 1-2 inches clearance), the rider may be too stretched out for comfort.

700 *HiTensile steel - Altus C90 with GripShift*

What its for: Great first time bike. Recreational riding on streets or bike paths, country lanes, dirt roads. Around the block, or day tours.

Who its for: First time rider. Person wanting very upright position and stable, forgiving ride. Recreational rider wanting the comfort of a mountain bike and the speed of a road bike.

Benefits: MultiTrack design is stable and forgiving, easy to ride. Brake levers with reach adjusters fit the riders hand size.

High rise stem, padded anatomic seat, and MultiTrack 35c tires are comfortable and allow efficient cycling. Upright position makes control easy and visibility excellent.

21 speed GripShift gear selection makes any terrain easier to tackle. Light weight Araya alloy rims make accelerating easy and stopping very positive. Quick releases on both wheels make it easier to transport or repair the bike.

Retail Price $_____

Features
- *Versatile MultiTrack design and performance- Great all round bike*
- *Easy to use GripShift shifters and powerful cantilever brakes*
- *Comfortable Trek seat, High rise stem and bars, and 35c tires*
- *21 speeds*

Frameset	Frame	HiTensile Steel w/Cro-Moly seat tube
	Fork	HiTensile Steel
	Headset	HP01H
Controls	Handlebars	Steel with 60 mm rise
	Stem	Steel
	Shifters	GripShift MRX-100
	Brake levers	C•Star 273 AP
	Grips	Hi-Density foam
Brakes		Shimano Altus C90
Drivetrain	Crankset	Shimano Altus C90
	Pedals	Wellgo LU923
	F. derailleur	Shimano Altus C90, down pull
	R. derailleur	Shimano Altus C90 GS
	Freewheel	Shimano HG30
	Chain	KMC SS70
Wheelset	Hubs	JoyTech w/front and rear quick releases
	Rims	Araya PX35
	Tires	Trek MultiTrack
	Tubes	Schraeder valve
	Spokes	Chrome plated
Seat		Trek Hi-Density foam
	Seatpost	Steel
	Seat binder	Cro-Moly quick release
Weight		27.4 lbs. (12.43 kg)
Color		Black
		Ice Blue/Violet Fade

Gearing

	24	32	38
11	—	79	93
13	50	66	79
15	43	58	68
18	36	48	57
21	31	41	49
24	27	36	43
28	23	31	—

Geometry and Fit *All measurements in millimeters*

	15	17	19	21	23	17W	20W
A. Head angle	70.0	70.5	71.5	71.5	71.5	70.5	71.5
B. Seat angle	73.0	73.0	73.0	73.0	73.0	73.0	73.0
C. Effective top tube	530	540	555	565	575	533	536
D. Chainstay length	450	436	436	436	436	436	436
E. Bottom bracket ht	296	296	296	296	296	286	296
F. Offset	40	40	40	40	40	40	40
G. Wheelbase	1053	1039	1038	1040	1051	1036	1041
Trail	83	80	74	74	74	80	74
Standover height	719	746	777	811	856	NA	NA
Stem	105	105	105	105	105	105	105
Reach	576	586	601	611	621	579	582
Handlebar width	580	580	580	610	610	580	610
Crank arm length	170	170	170	170	170	170	170
Seatpost length	300	300	300	300	300	250	300
Head tube length	85	85	85	100	140	125	155

Hubset, Type	Compact HyperGlide
	7 spd cassette
Spokes	36
Front	304 14ga.
Rear, D/ND	302/303 14ga.
R. Dropout width	135.0 mm
Tire size, Spec	700 x 35
Max. Trek size	700 x 41
Front derailleur clamp size	28.6 mm /1 1/8"
Bottom bracket, Model	BB-CT90
Shell width/ Axle length	68/116
Crankset bolt hole circle	Riveted
Headset size	22.2/30.0/27.0
Stack height	35.5 mm
Stem, degrees rise	45
Handlebar clamp diameter	25.4 mm
Seatpost diameter	26.6 mm

720 *Main triangle and fork Cro-Moly - Altus C90/ Acera-X with GripShift*

Retail Price $_____

Upgrades from 700
- *Cro-Moly main triangle*
- *Cro-Moly fork*
- *Shimano Acera-X rear derailleur and hub*
- *Araya PX45 alloy rims*
- *Alloy micro-adjust seatpost*

What its for: Recreational riding on streets or bike paths, country lanes, dirt roads. Around the block, or day tours.

Who its for: First time rider. Person wanting very upright position and stable, forgiving ride. Recreational rider wanting a lighter, stronger frame in a MultiTrack design.

Benefits: MultiTrack design is stable and forgiving, easy to ride. Cro-Moly fork and frame tubing reduces weight without sacrificing strength.

Alloy bar and stem reduce weight. High rise stem, padded anatomic seat, and MultiTrack 35c tires are comfortable and allow efficient cycling. Upright position makes control easy and visibility excellent.

21 speed GripShift with Acera-X rear derailleur makes gear selection easier in any terrain. Light weight Araya alloy rims make accelerating easy and stopping very positive. Quick release wheels make it easier to transport or repair the bike.

Frameset	Frame	3 main tubes Cro-Moly, HiTensile stays
	Fork	Cro-Moly
	Headset	HP01H
Controls	Handlebars	Steel with 60 mm rise
	Stem	Steel
	Shifters	GripShift MRX-100
	Brake levers	C•Star 273A
	Grips	GripShift Kraton
Brakes		Shimano Altus C90
Drivetrain	Crankset	Shimano Altus C90
	Pedals	Wellgo LU923
	F. derailleur	Shimano Altus C90, down pull
	R. derailleur	Shimano Acera-X GS
	Freewheel	Shimano HG30
	Chain	KMC SS70
Wheelset	Hubs	Front- JoyTech Rear- Shimano Acera-X
	Rims	Araya PX45
	Tires	Trek MultiTrack
	Tubes	Schraeder valve
	Spokes	Chrome plated
Seat		Trek Hi-Density foam, Terry on 17W, 20W
	Seatpost	SP242 alloy micro-adjust
	Seat binder	Cro-Moly quick release
Weight		27.2 lbs. (12.37 kg)
Color		Sage Green, Ice Green to Ice Indigo fade and Ice Red

Gearing

	24	32	38
11	—	79	93
13	59	75	79
15	43	65	68
18	36	48	57
21	31	41	49
24	27	36	43
28	23	31	—

Geometry and Fit *All measurements in millimeters*

	15	17	19	21	23	17W	20W
A. Head angle	70.0	70.5	71.5	71.5	71.5	70.5	71.5
B. Seat angle	73.0	73.0	73.0	73.0	73.0	73.0	73.0
C. Effective top tube	530	540	555	565	575	533	536
D. Chainstay length	450	436	436	436	436	436	436
E. Bottom bracket ht	296	296	296	296	296	286	296
F. Offset	40	40	40	40	40	40	40
G. Wheelbase	1053	1039	1038	1040	1051	1036	1041
Trail	83	80	74	74	74	80	74
Standover height	719	746	777	811	856	NA	NA
Stem	100	100	100	100	100	100	100
Reach	576	586	601	611	621	579	582
Handlebar width	580	580	580	610	610	580	610
Crank arm length	170	170	170	170	170	170	170
Seatpost length	300	300	300	300	300	250	300
Head tube length	85	85	85	100	140	125	155

Hubset, Type	Compact HyperGlide 7 spd cassette
Spokes	36
Front	304 14ga.
Rear, D/ND	302/303 14ga.
R. Dropout width	135.0 mm
Tire size, Spec	700 x 35
Max. Trek size	700 x 41
Front derailleur clamp size	28.6 mm /1 1/8"
Bottom bracket, Model	BB-CT90
Shell width/ Axle length	68/116
Crankset bolt hole circle	Riveted
Headset size	22.2/30.0/27.0
Stack height	35.5 mm
Stem, degrees rise	45
Handlebar clamp diameter	25.4 mm
Seatpost diameter	26.6 mm

730 *True Temper Cro-Moly - Acera-X/Alivio with GripShift*

Retail Price $_____

Upgrades from 720
- *Made in the U.S.A.*
- *True Temper Cro-Moly frame with Signature Welding and System 1 Cro-Moly fork*
- *Shimano Acera-X cranks and front hub*
- *Shimano Alivio derailleurs*
- *GripShift SRT 400*
- *Matrix Journey rims with Invert II 700 x 38c tires*
- *Shimano IG system*

What its for: Recreational riding on streets in the neighborhood, bike paths, country lanes, dirt roads. Around the block, or day tours.

Who its for: Rider looking for an all-round bike with U.S. made quality. Person wanting very upright position and stable, forgiving ride. Sport rider wanting the comfort of a mountain bike and the speed of a road bike.

Benefits: True Temper Cro-Moly tubing in Signature Welded frame and System 1 fork guarantees frame performance and quality, adds durability while reducing weight.

21 speed GripShift with Alivio derailleurs makes shifting more precise in any terrain. Shimano IG (Interactive Glide) makes downshifting (into smaller cogs) extra smooth.

Matrix Journey alloy rims have special inverted sidewall design to enhance braking power. Trek Invert II tires are larger in cross-section to improve traction and comfort. Stainless steel spokes are strong, will not rust.

Frameset	Frame	True Temper Cro-Moly
	Fork	System 1 Hybrid Cro-Moly
	Headset	Tange Seiki SE-2
Controls	Handlebars	System 1 ATB
	Stem	System 1 Hybrid
	Shifters	GripShift SRT-400
	Brake levers	C•Star 274AG
	Grips	GS 339 GripShift 'Standard'
Brakes		Shimano Acera-X
Drivetrain	Crankset	Shimano Alivio
	Pedals	System .5 with clips and straps
	F. derailleur	Shimano Alivio, down pull
	R. derailleur	Shimano Alivio GS
	Freewheel	Shimano IG50
	Chain	Shimano IG30
Wheelset	Hubs	Shimano Acera-X
	Rims	Matrix Journey
	Tires	Trek Invert II
	Tubes	Presta valve
	Spokes	Stainless
Seat		Vetta Turbo Comfort Flex, steel rails, black Torino cover, Terry on 15", 17W, and 20W
	Seatpost	System 1 with QuickCleat top cap
	Seat binder	System Steel with System 2 Quick Release
Weight		25.3 lbs. (11.49 kg)
Color		Ice Green

Gearing

	24	34	42
11	—	83	103
13	50	71	87
15	43	61	76
18	36	51	63
21	31	44	54
24	27	38	47
28	23	33	—

Geometry and Fit *All measurements in millimeters*

	15	17	19	21	23	17W	20W
A. Head angle	70.0	70.5	71.5	71.5	71.5	70.5	71.5
B. Seat angle	73.0	73.0	73.0	73.0	73.0	73.0	73.0
C. Effective top tube	530	540	555	565	575	533	536
D. Chainstay length	450	436	436	436	436	436	436
E. Bottom bracket ht	296	296	296	296	296	286	296
F. Offset	40	40	40	40	40	40	40
G. Wheelbase	1053	1039	1038	1040	1051	1036	1041
Trail	83	80	74	74	74	80	74
Standover height	719	746	777	811	856	NA	NA
Stem	90	105	120	120	135	90	105
Reach	600	622	648	658	680	603	618
Handlebar width	560	560	560	560	560	560	560
Crank arm length	170	170	175	170	170	170	175
Seatpost length	300	300	350	350	350	300	350
Head tube length	85	85	85	100	140	125	155

Hubset, Type	Compact HyperGlide 7 spd cassette
Spokes	36
Front	297 14ga.
Rear, D/ND	295/296 14ga.
R. Dropout width	135.0 mm
Tire size, Spec	700 x 38
Max. Trek size	700 x 41
Front derailleur clamp size	31.8 mm /1 1/4"
Bottom bracket, Model	BB-LP25
Shell width/ Axle length	68/110
Crankset bolt hole circle	Riveted
Headset size	22.2/30.0/27.0
Stack height	30.1 mm
Stem, degrees rise	20
Handlebar clamp diameter	25.4 mm
Seatpost diameter	27.2 mm

750 *True Temper double butted Cro-Moly - STX with GripShift*

What its for: Performance riding on streets in the neighborhood, bike paths, country lanes, dirt roads. Around the block, or day tours.

Who its for: Rider looking for an all-round bike with U.S. made quality. Person wanting upright position and stable, forgiving ride. Sport rider wanting the comfort of a mountain bike and the speed of a road bike.

Benefits: True Temper double butted Cro-Moly tubing in Signature Welded frame and System 1 fork guarantees frame performance and quality, adds durability while reducing weight. Double butting reduces weight and adds liveliness and shock absorption to the ride.

21 speed GripShift with STX derailleurs makes shifting more precise in any terrain. Shimano IG (Interactive Glide) makes downshifting (into smaller cogs) extra smooth.

Matrix Journey alloy rims have special design to enhance braking power. Trek Invert II tires are larger in cross-section to improve traction and comfort. Stainless steel spokes are strong, will not rust.

Retail Price $_____

Upgrades from 730
- *Double butted tubing*
- *Shimano STX equipment*
- *System components*

Frameset	Frame	True Temper Double butted Cro-Moly
	Fork	System 1 Hybrid Cro-Moly
	Headset	Tange Seiki SE-2
Controls	Handlebars	System 1 ATB
	Stem	System 1 Hybrid
	Shifters	GripShift SRT-400
	Brake levers	C•Star 274-AG
	Grips	GS 339 GripShift 'Standard'
Brakes		Shimano Alivio
Drivetrain	Crankset	Shimano STX
	Pedals	System 1 w/medium clips and straps (15-17) large clips and straps (19-23)
	F. derailleur	Shimano STX, down pull
	R. derailleur	Shimano STX GS
	Freewheel	Shimano IG50
	Chain	Shimano IG30
Wheelset	Hubs	Shimano Alivio
	Rims	Matrix Journey
	Tires	Trek Invert II
	Tubes	Presta valve
	Spokes	Stainless
Seat		Vetta Turbo Comfort Flex , steel rails, black Torino cover, Terry on 15", 17W, 20W
	Seatpost	System 1 with Quick Cleat top cap
	Seat binder	System Steel with System 2 Quick Release
Weight		25.5 lbs. (11.58 kg)
Color		Ice Indigo

Gearing

	22	32	42
11	—	79	103
13	46	66	87
15	40	58	76
18	33	48	63
21	28	41	54
24	25	36	47
28	21	31	—

Geometry and Fit *All measurements in millimeters*

	15	17	19	21	23	17W	20W
A. Head angle	70.0	70.5	70.5	71.5	71.5	70.5	70.5
B. Seat angle	74.0	74.0	73.0	73.0	73.0	74.0	73.0
C. Effective top tube	545	550	560	570	580	547	556
D. Chainstay length	430	430	430	430	430	430	430
E. Bottom bracket ht	271	271	271	271	271	271	271
F. Offset	40	40	40	40	40	40	40
G. Wheelbase	1027	1028	1029	1030	1041	1028	1029
Trail	83	80	80	74	74	80	80
Standover height	702	727	750	781	826	NA	NA
Stem	90	105	120	120	135	90	105
Reach	600	622	648	658	680	603	618
Handlebar width	560	560	560	560	560	560	560
Crank arm length	170	170	175	175	175	170	175
Seatpost length	300	300	350	350	350	300	350
Head tube length	90	90	90	100	140	120	165

Hubset, Type	Compact HyperGlide 7 spd cassette
Spokes	32
Front	300 14ga.
Rear, D/ND	298/299 14ga.
R. Dropout width	135.0 mm
Tire size, Spec	700 x 38
Max. Trek size	700 x 45
Front derailleur clamp size	31.8 mm /1 1/4"
Bottom bracket, Model	BB-LP25
Shell width/ Axle length	68/110
Crankset bolt hole circle	58/94
Headset size	22.2/30.2/26.4
Stack height	30.1 mm
Stem, degrees rise	20
Handlebar clamp diameter	25.4 mm
Seatpost diameter	27.2 mm

Trekking Bikes: Making a Better World

Leave the car at home. Its that simple.

Pollution in our Communities

As cyclists, we often confront the cars on the road and think how much better it would be if they weren't there. But that is just scratching the surface. An improved, car-less society would offer far less pavement for parking lots and 8 lane freeways. Our communities would be less spread out, so riding to and from your workplace would be a shorter ride.

Cars either directly or indirectly contribute to most of the forms of pollution we deal with every day. Pavement contributes to flooding by covering up water-absorbing ground, and let the gasoline and oil which builds up wash right into our rivers and streams. Pavement also collects heat on sunny days. Without cars, parking lots could be parks or green spaces.

Cars are a major source of air and noise pollution in our communities. And since many people feel the need to get a new car on a regular basis, disposing of used cars has become a major problem. An obvious example of this it the 3,000,000 used tires which recently caught fire in a Chicago suburb.

Doing your small part

By riding your bike for errands, or to get to work, you remove one car from the congestion of the street. That means that your car will last longer, so fewer cars will need to be made. You consume less fuel, so the chance of a major oil spill or the need for more drilling is decreased. Your car won't be counted towards the need for wider streets and more freeways, so you contribute to open natural spaces in your community. Granted, one less car is a small thing, but you might influence someone else to try it, and then there were two....

Commuting tips

In many cities across the country, its actually faster to ride a bike than drive a car. First, there is the time involved in starting the car up, parking, and getting gas. Then there are the long waits in busy traffic. Last, you can get great exercise riding your bike, saving time at the health club (not to mention the cost of a membership), or you can even use the commute as training time if you're a racer.

One of the keys to good commuting is choosing the right route. Avoid busy streets with traffic congestion, even though they may offer the shortest distance to your destination. Instead, try taking quieter side and back streets. Often, there are less traffic restrictions so you can ride without stopping. Certainly, quieter streets are safer because there are fewer cars and you are better able to concentrate on any existing hazards. But more importantly, you can relax and enjoy the ride and scenery.

Ride legally. Never ride the wrong way against one-way traffic, or execute other illegal maneuvers. Not only is this unsafe for you, but it annoys motorists. If an angry motorist doesn't abuse you, it'll probably be some unsuspecting cyclist.

If motorists create problems for you, its best to ignore them. Avoid gestures or yelling at the motorist. It will only aggravate the problem. Besides, do you really think you can teach them manners by being rude back?

Commuting takes special equipment to be enjoyed thoroughly, so be prepared. A good commuting bike is always ready for any weather, or time of day. Lights, fenders, and a lock should always be on the bike. In addition, be ready to carry things by having a rack and/or panniers ready to take the load. This is especially important in areas or seasons where temperatures vary and your clothing needs vary accordingly.

Trekking Bikes

Trek makes a wide variety of Trekking or commuting bikes. They are very popular in Europe and other areas. Some of these countries have specific cycling traditions or laws which require specific bikes, and we make bikes just for some of these markets.

In the U.S. the needs of the commuter are still very close to those of some other cyclists. That's why we only offer one commuting bike, and the 750T is not a lot different than its MultiTrack cousin, the 750. We hope that you can further customize the 750T or other Trek models to meet the demands of commuters in your area. We further hope you set an example by being one of those who commute.

750 T *True Temper double butted Cro-Moly - STX with GripShift*

Retail Price $_____

What its for: Commuting on streets in the neighborhood, bike paths, country lanes, dirt roads. Around the block, or day tours.

Who its for: Rider looking for an all-round commuting bike with U.S. made quality and all the extras. Person wanting upright position and stable, forgiving ride. Sport rider wanting the comfort of a mountain bike and the speed of a road bike.

Benefits: True Temper double butted Cro-Moly tubing in Signature Welded frame and System 1 fork guarantees frame performance.

Commuting accessories add practicality and versatility to an already great bike. Longer chainstays give more room for panniers while maintaining heel clearance.

21 speed GripShift with STX derailleurs makes shifting more precise in any terrain. Shimano IG (Interactive Glide) makes downshifting (into smaller cogs) extra smooth.

Upgrades from 750
- *Longer chainstays*
- *Trek BackRack*
- *Fenders*
- *Light set*
- *Trek Chime*
- *Chainguard*
- *Kickstand*

Frameset	Frame	True Temper Double butted Cro-Moly
	Fork	System 1 Hybrid Cro-Moly
	Headset	Tange Seiki SE-2
Controls	Handlebars	System 1 ATB
	Stem	System 1 Hybrid
	Shifters	GripShift SRT-400
	Brake levers	C•Star 274-AG
	Grips	GS 339 GripShift 'Standard'
Brakes		Shimano Alivio
Drivetrain	Crankset	Shimano STX
	Pedals	System 1 w/medium clips and straps (15-17) large clips and straps (19-23)
	F. derailleur	Shimano STX, down pull
	R. derailleur	Shimano STX GS
	Freewheel	Shimano IG50
	Chain	Shimano IG30
Wheelset	Hubs	Shimano Alivio
	Rims	Matrix Journey
	Tires	Trek Invert II
	Tubes	Presta valve
	Spokes	Stainless
Seat		Vetta Turbo Comfort Flex , steel rails, black Torino cover, Terry on 15", 17W, 20W
	Seatpost	System 1 with Quick Cleat top cap
	Seat binder	System Steel with System 2 Quick Release
Extras		Fenders, lights, rack, bell, kickstand, and chainguard
Weight		27.7 lbs. (12.58 kg)
Color		Ice Violet

Gearing

	22	32	42
11	—	79	103
13	46	66	87
15	40	58	76
18	33	48	63
21	28	41	54
24	25	36	47
28	21	31	—

Geometry and Fit *All measurements in millimeters*

	15	17	19	21	23	17W	20W
A. Head angle	70.0	70.5	70.5	71.5	71.5	70.5	70.5
B. Seat angle	74.0	74.0	73.0	73.0	73.0	74.0	73.0
C. Effective top tube	545	550	560	570	580	547	556
D. Chainstay length	435	435	435	435	435	435	435
E. Bottom bracket ht	271	271	271	271	271	271	271
F. Offset	40	40	40	40	40	40	40
G. Wheelbase	1032	1033	1034	1035	1046	1033	1034
Trail	83	80	80	74	74	80	80
Standover height	702	727	750	781	826	NA	NA
Stem	90	105	120	120	135	90	105
Reach	600	622	648	658	680	603	618
Handlebar width	560	560	560	560	560	560	560
Crank arm length	170	170	175	175	175	170	175
Seatpost length	300	300	350	350	350	300	350
Head tube length	90	90	90	100	140	120	165

Hubset, Type	Compact HyperGlide 7 spd cassette
Spokes	32
Front	300 14ga.
Rear, D/ND	298/299 14ga.
R. Dropout width	135.0 mm
Tire size, Spec	700 x 38
Max. Trek size	700 x 45
Front derailleur clamp size	31.8 mm /1 1/4"
Bottom bracket, Model	BB-LP25
Shell width/ Axle length	68/110
Crankset bolt hole circle	58/94
Headset size	22.2/30.2/26.4
Stack height	30.1 mm
Stem, degrees rise	20
Handlebar clamp diameter	25.4 mm
Seatpost diameter	27.2 mm

7600 *Easton EA60 T6 Program aluminum - STX/STX-RC with RapidFire Plus*

Retail Price $_____

What its for: Performance riding on streets in the neighborhood, bike paths; country lanes, dirt roads. Around the block, or day tours.

Who its for: Rider looking for a performance all-round bike with U.S. made quality. Rider wanting the comfort of a mountain bike and the speed of a road bike.

Benefits: Easton EA60 Program aluminum frame is very shock absorptive. ABT (see page 28) guarantees frame performance and quality, adds durability and correct alignment. Program double butting reduces weight and adds liveliness and shock absorption to the ride.

21 speed GripShift with STX-RC derailleurs makes shifting more precise in any terrain. Shimano IG (Interactive Glide) makes downshifting (into smaller cogs) extra smooth.

Matrix Journey alloy rims have special inverted sidewall design to enhance braking power. Trek Invert II tires are larger in cross-section to improve traction and comfort.

Upgrades from 750
- *Easton aluminum frameset*
- *Shimano STX-RC equipment*
- *GripShift SRT-600*
- *System 2 handlebars and hybrid stem*
- *Better chain and cassette*

Frameset	Frame	Easton Program EA60 T6 aluminum, bonded
	Fork	Trek OS Hybrid Cro-Moly
	Headset	Tange Seiki OV-21
Controls	Handlebars	System 2 ATB
	Stem	System 2 ATB
	Shifters	GripShift SRT-600
	Brake levers	Dia-Compe PC-7
	Grips	GS 334 GripShift 'logo'
Brakes		Shimano STX
Drivetrain	Crankset	Shimano STX-RC
	Pedals	System 1 w/medium clips and straps (16.5) large clips and straps (18-22)
	F. derailleur	Shimano STX-RC, top pull
	R. derailleur	Shimano STX-RC SGS
	Freewheel	Shimano IG60
	Chain	Shimano IG50
Wheelset	Hubs	Shimano STX
	Rims	Matrix Journey
	Tires	Trek Invert II
	Tubes	Presta valve
	Spokes	Stainless
Seat		Vetta Gel Flex, steel rails, black Torino cover
	Seatpost	System 2
	Seat binder	System Aluminum with integral binder bolt
Weight		24.2 lbs. (11.01 kg)
Color		Ice Red

Gearing

	22	32	42
11	—	79	103
13	46	66	87
15	40	58	76
18	33	48	63
21	28	41	54
24	25	36	47
28	21	31	—

Geometry and Fit *All measurements in millimeters*

	16.5	18	20	22
A. Head angle	70.5	71.0	71.0	71.0
B. Seat angle	73.0	73.0	73.0	73.0
C. Effective top tube	564	574	574	585
D. Chainstay length	430	430	430	430
E. Bottom bracket ht	308	311	311	313
F. Offset	40	40	40	40
G. Wheelbase	1043	1056	1057	1060
Trail	76	73	73	73
Standover height	743	764	794	836
Stem	90	105	120	135
Reach	646	670	679	703
Handlebar width	560	560	560	560
Crank arm length	170	175	175	175
Seatpost length	300	350	350	350
Head tube length	93	93	116	167

Hubset, Type	Compact HyperGlide 7 spd cassette
Spokes	32
Front	300 14ga.
Rear, D/ND	298/299 14ga.
R. Dropout width	135.0 mm
Tire size, Spec	700 x 38
Max. Trek size	700 x 45
Front derailleur clamp size	34.9 mm /1 3/8"
Bottom bracket, Model	BB-LP25
Shell width/ Axle length	68/113
Crankset bolt hole circle	58/94
Headset size	25.4/34.0/30.0
Stack height	33.0 mm
Stem, degrees rise	5 (90, 105) 10 (120-135)
Handlebar clamp diameter	25.4 mm
Seatpost diameter	27.2 mm

7900 *Carbon fiber with Easton stays - LX/XT with GripShift*

What its for: Ultimate performance hybrid riding on streets, bike paths, country lanes, dirt roads and even singletrack if you're up to it.

Who its for: Rider looking for the ultimate performance in an all-round bike with U.S. made quality. Rider wanting the comfort and handling of a mountain bike and the speed of a road bike.

Benefits: Carbon composite tubing with Easton stays reduces weight and adds stiffness to the ride, while adding comfort.

24 speed GripShift with XT rear derailleur make this Trek's best hybrid. Top tube cable routing keeps cables out of the muck and mud for better shifting and braking.

Matrix Journey alloy rims have special inverted sidewall design to enhance braking power. Trek CrewCut tires are larger in cross-section and have knobbies to give improved traction off pavement.

Retail Price $_____

Upgrades from 7600
- *3 main tubes carbon composite main triangle*
- *Shimano LX equipment with XT rear derailleur*
- *GripShift SRT-800 X-RAY*
- *System 2 bar ends*
- *Better chain and cassette*
- *CrewCut 40c tires with knobbies*
- *System 2 pedals*

Frameset	Frame	Carbon composite w/Easton aluminum stays
	Fork	Trek OS Hybrid Cro-Moly
	Headset	Tange Seiki OV-21
Controls	Handlebars	System 2 ATB
	Bar ends	System 2
	Stem	System 2 ATB
	Shifters	GripShift SRT-800 X-RAY
	Brake levers	Dia-Compe PC-7
	Grips	GS 334 GripShift 'logo'
Brakes		Shimano STX-RC
Drivetrain	Crankset	Shimano LX
	Pedals	System 2 ATB w/ medium clips and straps (16.5) large clips and straps (18-22)
	F. derailleur	Shimano LX, top pull
	R. derailleur	Shimano XT SGS
	Freewheel	Shimano HG70
	Chain	Shimano HG70
Wheelset	Hubs	Shimano LX
	Rims	Matrix Journey
	Tires	Trek CrewCut
	Tubes	Presta valve
	Spokes	Stainless
Seat		Vetta Gel Flex, steel rails, black Torino cover
	Seatpost	System 2
	Seat binder	System Aluminum with integral binder bolt
Weight		24.5 lbs. (11.12 kg)
Color		Ice Violet

Gearing

	22	32	42
11	—	79	103
12	49	72	95
14	42	62	81
16	37	54	71
18	33	48	63
21	28	41	54
24	25	36	47
28	21	31	—

Geometry and Fit *All measurements in millimeters*

	16.5	18	20	22
A. Head angle	70.5	71.0	71.0	71.0
B. Seat angle	73.0	73.0	73.0	73.0
C. Effective top tube	564	574	574	585
D. Chainstay length	430	430	430	430
E. Bottom bracket ht	308	311	311	313
F. Offset	40	40	40	40
G. Wheelbase	1043	1056	1057	1060
Trail	76	73	73	73
Standover height	743	764	794	836
Stem	90	105	120	135
Reach	646	670	679	703
Handlebar width	560	560	560	560
Crank arm length	175	175	175	175
Seatpost length	300	350	350	350
Head tube length	93	93	116	167

Hubset, Type	Compact HyperGlide 8 spd cassette
Spokes	32
Front	300 14ga.
Rear, D/ND	298/299 14ga.
R. Dropout width	135.0 mm
Tire size, Spec	700 x 40
Max. Trek size	700 x 45
Front derailleur clamp size	34.9 mm /1 3/8"
Bottom bracket, Model	BB-UN51
Shell width/ Axle length	68/113
Crankset bolt hole circle	58/94
Headset size	25.4/34.0/30.0
Stack height	33.0 mm
Stem, degrees rise	5 (90-105) 10 (120-135)
Handlebar clamp diameter	25.4 mm
Seatpost diameter	27.2 mm

Shimano Road Group Comparison

Material Content	EX 300	RSX	RX 100	105	Ultegra	Dura Ace
Aluminum	•	•	•	•	•	• (forged)
Steel	•	•	•			
Resin	•					
Front derailleur						
Top Swing design		•				
Chainrings	2	2 or 3	2 or 3[1]	2	2	2
Sealed link pins					•	•
Rear derailleur						
Sealed pulleys						1
Centeron upper pulley	•	•	•	•	•	•
Max. cog size	28	28	28	28	26	26
Sealed bracket and cage pivot					•	•
Shifters						
Type, Dual Control		•	•	•	•	•
Dual Control w/Triple		•				
Down tube	•					
Bar end			•[2]			
STI Shifts per stroke, rear		1/1	1/1	3/1	3/1	3/1
Light Action			•	•	•	
Advanced Light Action		•				
Optical Gear Display		•				
Brake calipers						
Dual Pivot		•	•	•	•	•
Thrust bearing, C arm						•
Thrust bearing,Y arm				•	•	•
M-System		•				
Cranksets						
Chainrings, # of teeth	42/52	26/36/46[3]	39/53	39/53	39/53	39/53
Dual SIS		•	•	•		•
HyperDrive-C		•				
Hubs						
Stainless ball bearings						•
Contact sealing			r	f & r	f & r	f & r
11 tooth compatible		•	•	•		
Combined Weight	2101[4]	NA	2162	2176	2152	2042

Notes: 1 - RX 100 STI will only shift a double chainring set-up
2 - Used on the Trek 2120 for triple chainring shifting
3 - As a double, the 26 tooth inner is not used
4 - This weight does not include shifters. STI shifters are about 550 grams.

Trek Road Bikes

There are few things in life which can compare with the feeling of whizzing down the open road under your own power. Trek road bikes bring this feeling to life. Beautiful scenery, a feeling of vigor from healthy exercise, companionship and camaraderie. Speed. Thrills. Road bikes offer all this, plus an elegant solution to today's transportation headaches.

Trek makes the largest selection of road bikes in the industry. We make steel, aluminum, carbon fiber, and OCLV models. We make the perfect bike for someone just getting into cycling. We also make the perfect touring bike for those who just want to get away. For the ultimate ride, try one of our OCLV thoroughbreds. At just 2.44 pounds for the frame, its the lightest production road bike frameset in the world. When athletes from Team Saturn, or triathlete Mike Pigg, ride one, its also one of the fastest.

There are several things which set Trek road bikes apart from the rest of the pack.

1. **Quality**- With our own manufacturing facility in Wisconsin, we control the finished product by starting at the beginning. We design, we build, we learn, and we get better. With over a million bikes built, some say we're the best.
2. **Selection**- We make as many as 8 frame sizes in some models. Your customer has a much better chance of getting the perfect fit with a Trek. With a choice of frame materials, you're likely to find that a Trek bike fits their pocket book as well.
3. **Performance**- Trek bikes are ridden by some of the best athletes in the world to a lot of podium visits. More importantly, when your customer buys a Trek, it's the same bike and the same design or the same technology (and probably built by the same people) as the Treks which won the medals. Trek details like size specific handlebars, stems, cranks, and toe-clips compliment Trek's proven frame designs for a custom fit and ultimate performance.
4. **Reliability**- With Trek's rigid standards of quality, and our manufacturing experience, your customer can expect to enjoy this incredible level of performance for many years to come. We promise it in writing with our Lifetime guarantee.

Fitting Trek Road Bikes

Have the customer straddle the bike. There should be 1-2" clearance over the top tube. Using this test, most people will find two bike sizes that fit well. Between these sizes, select the bike through your customer's preferences for handlebar height and reach.

Mechanic's notes:

ABT Road bike top tube cable sleeve

Trek ABT (Advance Bonding Technology) road bikes route the rear brake cable through the top tube (with the exception of the OCLV models). This cable routing is clean and visually eye appealing. However, over large bumps, the brake cable housing can bounce inside the top tube, making an annoying sound. To prevent this from happening, we have included a foam sleeve with each of these bikes. The foam looks like a very small diameter piece of pipe insulation. To install this device, please follow these instructions:

1. Thread the rear brake housing into the top tube through the front entry hole.
2. Push the housing through the top tube and guide it out through the seat lug and seat tube.
3. Slide the foam sleeve over the housing, ease the foam through the seat lug hole, and continue to slide the foam into the top tube. It may be necessary to compress the foam or wiggle it a bit to slide it through the top tube opening inside the seat lug.
4. Slide the foam as far forward as possible in the top tube.
5. Pull the rear end of the cable housing back into seat tube a bit, and reroute the housing through the rear housing exit hole of the seat lug/ top tube.

Note: When installing a new cable housing at some time in the future, it is not necessary to route the new housing through the foam sleeve. The sleeve will do its job even if its just loose in the top tube.

Another tip: On small sizes, sometimes the cable housing will cause the rear brake to become un-centered. If this occurs, try attaching the smallest size of wire tie to the housing where it exits either end of the top tube. This will prevent the housing from sliding through the top tube.

370 *Cro-Moly - 300EX/ RSX with down tube shifters*

What its for: All-round road riding. Fitness, day rides, or centuries. Entry level racing.

Who its for: Athletic person on a budget. First time road bike buyer. Beginner racer.

Benefits: The Cro-Moly frame and fork are strong, yet light weight. The 370 has the traditional race bike look, with modern amenities like aero brake cable routing and double water bottle braze-ons.

Quality components like Shimano RSX rear derailleur mean great shifting performance. Quick release wheels and Shimano 300EX brakes with a built in quick release ease wheel removal for transportation or repair.

Araya alloy rims are light, strong, and add stopping power, especially in the wet.

Retail Price $_____

Features
- *Cro-Moly main triangle*
- *Cro-Moly fork*
- *Shimano SIS 14 speed w/ RSX rear derailleur*
- *Micro adjust alloy seatpost*
- *IsoTech 2 tires, Araya alloy rims*

Frameset	Frame	Cro-Moly main tubes
	Fork	Cro-Moly
	Headset	HP01H
Controls	Handlebars	Steel
	Stem	Steel
	Shifters	Shimano 400EX downtube, braze-on
	Brake levers	Shimano 300EX
	Grips	White padded vinyl tape
Brakes		Shimano 250EX SLR w/ quick release
Drivetrain	Crankset	Sugino AC130 w/round rings
	Pedals	Victor w/toe clips and straps (M/19-21, L/23-25)
	F. derailleur	Shimano 300EX
	R. derailleur	Shimano RSX
	Freewheel	Shimano HG50
	Chain	KMC SS70
Wheelset	Hubs	Front- Joy Tech 831 w/QR
		Rear- Shimano Exage 300 w/QR
	Rims	Araya SP30, alloy
	Tires	Trek IsoTech II
	Tubes	Schraeder valve
	Spokes	Chrome plated
Seat		Trek Racing with Emerald cover
	Seatpost	SP242 alloy micro-adjust
	Seat binder	Cro-Moly allen bolt and nut
Weight		25.3 lbs. (11.45 kg)
Color		Black

Gearing

	42	52
12	—	117
14	81	100
16	71	88
18	63	78
21	54	67
24	47	58
28	41	—

Geometry and Fit *All measurements in millimeters*

	19	21	23	25
A. Head angle	72.0	72.0	73.0	73.0
B. Seat angle	73.5	73.5	73.5	73.5
C. Effective top tube	555	565	575	575
D. Chainstay length	430	430	430	430
E. Bottom bracket ht.	270	270	270	270
F. Offset	45	45	45	45
G. Wheelbase	1009	1013	1025	1046
Trail	63	63	57	57
Standover height	747	795	843	893
Stem	80	80	100	120
Reach	635	645	675	695
Handlebar width	390	410	410	430
Crank arm length	170	170	170	170
Seatpost length	220	220	220	220
Head tube length	85	105	155	205

Hubset, Type	HyperGlide
	7 spd cassette
Spokes	36
Front	304 14ga.
Rear, D/ND	302/304 14ga.
R. Dropout width	130.0 mm
Tire size, Spec	700 x 25
Max. Trek size	700 x 32
Front derailleur clamp size	28.6 mm /1 1/8"
Bottom bracket, Model	BB-CS11
Shell width/ Axle length	68/115
Crankset bolt hole circle	130
Headset size	22.2/30.0/27.0
Stack height	35.5 mm
Stem, degrees rise	-17
Handlebar clamp diameter	25.4 mm
Seatpost diameter	26.6 mm

470 *Double butted Cro-Moly - 14 speed RSX STI*

What its for: All-round road riding. Fitness, day rides, or centuries. Entry level racing.

Who its for: Athletic person on a budget. First time road bike buyer. Beginner racer.

Benefits: The double butted Cro-Moly frame and fork are strong, yet light weight with lots of frame sizes for a better fit.

Shimano RSX STI Dual Control shifters let you select all 14 gears without leaving the handlebars.

Mavic alloy rims are light, strong, and add stopping power, especially in the wet.

Frameset	Frame	Double butted Cro-Moly
	Fork	Cro-Moly
	Headset	Tange Seiki SE-2
Controls	Handlebars	Alloy
	Stem	Steel
	Shifters	Shimano RSX STI, dual control
	Brake levers	Shimano RSX
	Grips	White cushion tape
Brakes		Shimano RSX
Drivetrain	Crankset	Shimano RSX
	Pedals	Victor with medium toe clips and straps (19-21) large toe clips and straps (23-25)
	F. derailleur	Shimano RSX
	R. derailleur	Shimano RSX
	Freewheel	HG50
	Chain	Shimano HG50
Wheelset	Hubs	Shimano RSX
	Rims	Mavic 192, alloy
	Tires	Trek
	Tubes	Schraeder valve
	Spokes	Double butted stainless
Seat		Trek racing with Emerald cover
	Seatpost	SP263 alloy micro-adjust
	Seat binder	Cro-Moly allen bolt and nut
Weight		25.9 lbs. (11.78 kg)
Color		Red

Retail Price $_____

Upgrades from 370
- *Double butted Cro-Moly frame*
- *Shimano RSX brakes, front derailleur, hubs, and cranks*
- *STI Dual Control shifting*
- *Mavic rims*
- *More frame sizes*
- *Alloy handlebars*

Gearing

	36	46
11	—	113
12	81	104
13	75	96
15	65	83
18	54	69
21	54	59
24	40	—

Geometry and Fit *All measurements in millimeters*

	43	50	52	54	56	58	60
A. Head angle	72.5	72.5	72.5	73.0	73.0	73.5	74.0
B. Seat angle	75.0	75.0	75.0	74.0	73.0	73.0	73.0
C. Effective top tube	525	522	530	540	555	566	575
D. Chainstay length	415	415	415	415	415	415	415
E. Bottom bracket ht.	267	267	267	267	267	267	267
F. Offset	47	47	47	47	43	43	43
G. Wheelbase	978	980	983	986	988	995	998
Trail	57	57	57	54	55	55	52
Standover height	716	748	760	776	798	813	835
Stem	80	80	80	80	100	100	120
Reach	605	602	610	620	655	666	695
Handlebar width	390	390	390	390	410	410	430
Crank arm length	170	170	170	170	170	175	175
Seatpost length	300	300	300	300	300	300	300
Head tube length	85	85	90	105	123	141	162

Hubset, Type	Compact HyperGlide 7 spd cassette
Spokes	36
Front	304 14/15ga.
Rear, D/ND	302/304 14/15ga.
R. Dropout width	130.0 mm
Tire size, Spec	700 x 20
Max. Trek size	700 x 32
Front derailleur clamp size	28.6 mm /1 1/8"
Bottom bracket, Model	BB-LP25
Shell width/ Axle length	68/110
Crankset bolt hole circle	94
Headset size	22.2/30.0/27.0
Stack height	35.5 mm
Stem, degrees rise	-17
Handlebar clamp diameter	25.4 mm
Seatpost diameter	26.6 mm

520 *True Temper double butted Cro-Moly - LX with bar end shifters*

What its for: Long distance, fully loaded touring. All-round road riding. Fitness, day rides, or centuries.

Who its for: Person who takes it all with them. Rider looking for the stability, comfort, and durability of a true touring bike or the versatility of a hybrid, but with drop bars, wider gear ratios and more speed.

Benefits: U.S. made, custom butted True Temper Cro-Moly frameset is super strong, yet Signature Sequential Welding (see pages 20-21) makes it lightweight. Extra long chainstays for added heel clearance with panniers.

Full long distance touring design including braze-on package with triple bottle mounts, front and rear rack mounts (even includes a Trek BackRack). Heavy duty wheelset with Matrix Journey rims for better cantilever stopping power, 36 spoke wheels for extra strength, and IsoTech 3K tires with Kevlar belts for extra puncture resistance.

System 90° stem and System handlebars with Vetta Gel Flex seat for comfort.

Frameset	Frame	True Temper double butted Cro-Moly
	Fork	Cro-Moly, with low rider braze-ons
	Headset	Tange Seiki CDS
Controls	Handlebars	System 1 Road
	Stem	System 1 90° Road
	Shifters	Shimano SL-BS50 bar ends
	Brake levers	Shimano RX 100 aero
	Grips	White cork tape
Brakes		Shimano LX cantilevers
Drivetrain	Crankset	Shimano LX
	Pedals	System 2 Road w/clips and straps
	F. derailleur	Shimano LX
	R. derailleur	Shimano LX SGS
	Freewheel	Shimano HG70-C
	Chain	Shimano HG70
Wheelset	Hubs	Shimano LX
	Rims	Matrix Journey
	Tires	Trek IsoTech 3K, Kevlar belted
	Tubes	Presta valve
	Spokes	Stainless
Seat		Vetta Gel Flex, steel rails, black Torino cover, Terry on 17"
	Seatpost	System 2
	Seat binder	System Steel with integral binder bolt
Extras		Trek BackRack
Weight		26.4 lbs. (11.97 kg)
Color		Black Forest Green

Retail Price $_____

Features
- *True long distance, fully loaded touring bike*
- *Ultra-wide 21 speed Shimano LX gearing with bar end shifters*
- *All the braze-ons*
- *90° System stem and wide Gel seat for comfort*
- *36 spokes on Matrix Titan Tour rims with IsoTech 3K Kevlar belted tires*

Gearing

	26	36	46
11	—	88	113
13	54	75	96
15	47	65	83
18	39	54	69
21	33	46	59
24	29	40	52
28	25	35	—

Geometry and Fit *All measurements in millimeters*

	17	19	21	23	25
A. Head angle	71.0	71.0	71.0	72.0	72.5
B. Seat angle	74.0	74.0	73.5	73.0	72.0
C. Effective top tube	540	555	565	575	590
D. Chainstay length	450	450	450	450	450
E. Bottom bracket ht	264	264	269	269	269
F. Offset	52	52	52	52	52
G. Wheelbase	1044	1046	1054	1056	1062
Trail	63	63	63	57	54
Standover height	721	741	768	806	852
Stem	65	80	100	100	120
Reach	602	632	661	671	705
Handlebar width	400	400	420	420	440
Crank arm length	170	170	170	175	175
Seatpost length	250	250	250	250	250
Head tube length	85	85	85	105	145

Hubset, Type	Compact HyperGlide 7 spd cassette
Spokes	36
Front	297 14ga.
Rear, D/ND	295/296 14ga.
R. Dropout width	135.0 mm
Tire size, Spec	700 x 28
Max. Trek size	700 x 41
Front derailleur clamp size	31.8 mm /1 1/4"
Bottom bracket, Model	BB-UN51
Shell width/ Axle length	68/118
Crankset bolt hole circle	74/110
Headset size	22.2/30.2/26.4
Stack height	31.8 mm
Stem, degrees rise	0
Handlebar clamp diameter	25.4 mm
Seatpost diameter	27.2 mm

1220 *Easton EA60 Program aluminum w/Cro-Moly fork - 21 speed RSX STI*

What its for: All-round road riding. Fast light touring. Fitness, day rides, or centuries.

Who its for: Enthusiast. First time road bike buyer. Recreational road rider looking for aluminum performance and wide ratio gearing. This is the race bike for those who don't race.

Benefits: Trek's proven design offers the low weight, shock absorption, and high strength of Easton aluminum but with more comfort than fat-tube designs. Bonded construction means accurate, high quality frame at an affordable cost.

System 1 handlebars have special curve to make Shimano's new RSX STI Dual Control levers easier to reach, so on-the-bars shifting works even better. 21 speeds make the hills easier.

Matrix Titan Tech rims are light, yet sturdy and reliable.

Retail Price $_____

Upgrades from 470
- *U.S. made bonded Easton aluminum frame*
- *Matrix wheelset*
- *21 speed gearing*
- *More sizes of frames for better fit*
- *IsoTech 3 tires*
- *90° System stem and Vetta seat for comfort*

Frameset	Frame	Easton EA60 Program aluminum
	Fork	Trek Cro-Moly unicrown
	Headset	Tange Seiki SE-2
Controls	Handlebars	System 1 Road
	Stem	System 1 90° Road
	Shifters	Shimano RSX STI Dual Control
	Brake levers	Shimano RSX
	Grips	White cork tape
Brakes		Shimano RSX
Drivetrain	Crankset	Shimano RSX
	Pedals	System 1 Road w/clips and straps
	F. derailleur	Shimano RX100
	R. derailleur	Shimano RSX GS
	Freewheel	Shimano HG50
	Chain	Shimano HG50
Wheelset	Hubs	Shimano RSX
	Rims	Matrix Titan Tech
	Tires	Trek IsoTech 3
	Tubes	Presta valve
	Spokes	Stainless
Seat		Vetta Turbo Comfort Flex, steel rails, black Torino cover, Terry on 47-50 cm
	Seatpost	System 1 with QuickCleat top cap
	Seat binder	Cro-Moly 8 x 25
Weight		23.4 lbs. (10.64 kg)
Color		Ice Indigo/Violet Fade

Gearing

	26	36	46
11	—	88	113
12	58	81	103
14	50	69	89
16	44	61	78
18	39	54	69
21	33	46	59
24	29	40	—

Geometry and Fit *All measurements in millimeters*

	47	50	52	54	56	58	60	62
A. Head angle	72.5	73.0	73.0	73.5	73.5	73.5	73.5	74.0
B. Seat angle	73.5	73.5	73.5	73.5	73.5	73.5	73.5	73.5
C. Effective top tube	518	530	530	550	550	570	570	585
D. Chainstay length	415	415	415	415	415	415	415	415
E. Bottom bracket ht.	267	267	267	267	267	267	267	267
F. Offset	47	47	47	43	43	43	43	43
G. Wheelbase	963	972	972	984	984	1004	1004	1014
Trail	56	54	54	55	55	55	55	52
Standover height	724	753	771	792	811	829	848	858
Stem	65	80	80	100	100	120	120	120
Reach	580	607	607	646	646	685	685	700
Handlebar width	380	400	400	420	420	420	440	440
Crank arm length	170	170	170	170	175	175	175	175
Seatpost length	250	250	250	250	250	250	250	250
Head tube length	86	86	104	124	145	165	183	193

Hubset, Type	Compact HyperGlide
	7 spd cassette
Spokes	32
Front	299 14ga.
Rear, D/ND	296/298 14ga.
R. Dropout width	127.5 mm
Tire size, Spec	700 x 25
Max. Trek size	700 x 28
Front derailleur clamp size	34.9 mm /1 3/8"
Bottom bracket, Model	BB-LP30
Shell width/ Axle length	68/118
Crankset bolt hole circle	74/110
Headset size	22.2/30.2/26.4
Stack height	30.1 mm
Stem, degrees rise	0
Handlebar clamp diameter	25.4 mm
Seatpost diameter	27.2 mm

2120 *Carbon fiber with Easton stays and aluminum fork - RX100 with bar end shifters*

What its for: All-round road riding. Fast light touring. Fitness, day rides, or centuries.

Who its for: Enthusiast. Recreational road rider looking for better performance. Serious century rider. This is the race bike for those who don't race.

Benefits: Carbon composite main triangle, along with the aluminum fork, decrease weight while adding comfort and high performance.

Comfortable position from the System 1 90° stem and Vetta Gel Flex seat.

Shimano A525 SPD clipless pedals add performance without sacrificing convenience of easy walking when off the bike. RX100 components and Shimano bar ends shift well, offer traditional road gearing on a triple chainring set-up.

Trek IsoTech 3K tires are Kevlar belted to resist puncture and roll fast.

Retail Price $_____

Upgrades from 1220
- *Carbon fiber composite main triangle*
- *Epoxy bonded aluminum fork*
- *Shimano RX 100 components*
- *Shimano A525 SPD clipless pedals*
- *IsoTech 3K Kevlar belted tires*
- *Wider gear ratios*

Frameset	Frame	Carbon composite w/ Easton alloy stays
	Fork	Epoxy bonded aluminum
	Headset	Tange Seiki CDS
Controls	Handlebars	System 1 Road
	Stem	System 1 90° Road
	Shifters	Shimano BS50 bar end/RSX STI Dual Control
	Brake levers	Shimano 105SC aero/RSX
	Grips	White cork tape
Brakes		Shimano 105SC Super SLR
Drivetrain	Crankset	Shimano RX100T
	Pedals	Shimano A525 SPD clipless
	F. derailleur	Shimano RX100
	R. derailleur	Shimano RX100 GS
	Freewheel	Shimano HG70
	Chain	Shimano HG70
Wheelset	Hubs	Shimano 105SC
	Rims	Matrix Titan Tech
	Tires	Trek IsoTech 3K
	Tubes	Presta valve
	Spokes	Stainless
Seat		Vetta Gel Flex, steel rails, black Torino cover, Terry on 47-50 cm
	Seatpost	System 1 with QuickCleat top cap
	Seat binder	Cro-Moly 8 x 25
Weight		22.5 lbs. (10.22 kg)
Color		Ice Violet

Gearing

	30	42	52
12	—	95	117
14	58	81	100
16	51	71	88
18	45	63	78
21	39	54	67
24	34	47	58
28	29	41	—

Geometry and Fit *All measurements in millimeters*

	47	50	52	54	56	58	60	62
A. Head angle	72.5	73.0	73.0	73.5	73.5	73.5	73.5	74.0
B. Seat angle	73.5	73.5	73.5	73.5	73.5	73.5	73.5	73.5
C. Effective top tube	518	530	530	550	550	570	570	585
D. Chainstay length	415	415	415	415	415	415	415	415
E. Bottom bracket ht.	267	267	267	267	267	267	267	
F. Offset	47	47	47	43	43	43	43	43
G. Wheelbase	963	972	972	984	984	1004	1004	1014
Trail	56	54	54	55	55	55	55	52
Standover height	724	753	771	792	811	829	848	858
Stem	65	80	80	100	100	120	120	120
Reach	580	607	607	646	646	685	685	700
Handlebar width	380	400	400	420	420	420	440	440
Crank arm length	170	170	170	170	175	175	175	175
Seatpost length	250	250	250	250	250	250	250	250
Head tube length	86	86	104	124	145	165	183	193

Hubset, Type	HyperGlide
	7 spd cassette
Spokes	32
Front	299 14ga.
Rear, D/ND	296/298 14ga.
R. Dropout width	127.5 mm
Tire size, Spec	700 x 25
Max. Trek size	700 x 28
Front derailleur clamp size	34.9 mm /1 3/8"
Bottom bracket, Model	BB-UN51
Shell width/ Axle length	68/127.5
Crankset bolt hole circle	74/130
Headset size	22.2/30.2/26.4
Stack height	31.5 mm
Stem, degrees rise	0
Handlebar clamp diameter	25.4 mm
Seatpost diameter	27.2 mm

2100 *Carbon fiber with Easton stays and aluminum fork - 14 speed RSX STI*

What its for: All-round road riding. Fitness. Racing. Fast light touring. Day rides or centuries.

Who its for: Racer. Serious century rider who wants racing-type position and gearing.

Benefits: Trek's famous 3-Tube carbon composite frame is light weight and shock absorptive like aluminum, but lively like steel. Aluminum fork is light and adds comfort.

Shimano's RSX STI Dual Control shifting lets you shift with both hands on the bars. System 2 handlebars bring the levers closer to the bars for easier use of the Dual Controls.

Shimano A525 SPD clipless pedals add pedaling efficiency. Continental tires are light, fast, and durable.

Retail Price $_____

Upgrades from 2120
- *Shimano RSX STI Dual control levers*
- *Continental tires*
- *Racing position with -17° stem and racing seat*
- *Stiffer handlebars*
- *Lower weight*
- *Vetta TT TriShock seat*

Frameset	Frame	Carbon composite w/alloy stays
	Fork	Epoxy bonded aluminum
	Headset	Tange Seiki CDS
Controls	Handlebars	System 2 Road
	Stem	System 2 Road
	Shifters	Shimano RSX STI Dual Control
	Brake levers	Shimano RSX
	Grips	White cork tape
Brakes		Shimano RSX
Drivetrain	Crankset	Shimano RSX
	Pedals	Shimano A525 SPD clipless
	F. derailleur	Shimano RX100
	R. derailleur	Shimano RSX
	Freewheel	Shimano HG50
	Chain	Shimano HG50
Wheelset	Hubs	Shimano RSX
	Rims	Matrix Titan Tech
	Tires	Continental Super Sport
	Tubes	Presta valve
	Spokes	Stainless
Seat		Vetta TT TriShock Racing, steel rails, black Torino cover, Terry on 47-50 cm
	Seatpost	System 1 with QuickCleat top cap
	Seat binder	Cro-Moly 8 x 25
Weight		21.9 lbs. (9.93 kg)
Color		Ice Blue

Gearing

	36	46
11	—	113
12	81	103
14	69	89
16	61	78
18	54	69
21	46	59
24	40	—

Geometry and Fit *All measurements in millimeters*

	47	50	52	54	56	58	60	62
A. Head angle	72.5	73.0	73.0	73.5	73.5	73.5	73.5	74.0
B. Seat angle	73.5	73.5	73.5	73.5	73.5	73.5	73.5	73.5
C. Effective top tube	518	530	530	550	550	570	570	585
D. Chainstay length	415	415	415	415	415	415	415	415
E. Bottom bracket ht.	267	267	267	267	267	267	267	
F. Offset	47	47	47	43	43	43	43	43
G. Wheelbase	963	972	972	984	984	1004	1004	1014
Trail	56	54	54	55	55	55	55	52
Standover height	724	753	771	792	811	829	848	858
Stem	65	80	100	100	120	120	130	130
Reach	583	610	630	650	670	690	700	715
Handlebar width	380	400	400	420	420	420	440	440
Crank arm length	170	170	170	170	175	175	175	175
Seatpost length	250	250	250	250	250	250	250	250
Head tube length	86	86	104	124	145	165	183	193

Hubset, Type	Compact HyperGlide
	7 spd cassette
Spokes	32
Front	299 14ga.
Rear, D/ND	296/298 14ga.
R. Dropout width	127.5 mm
Tire size, Spec	700 x 23
Max. Trek size	700 x 28
Front derailleur clamp size	34.9 mm /1 3/8"
Bottom bracket, Model	BB-LP25
Shell width/ Axle length	68/110
Crankset bolt hole circle	130
Headset size	22.2/30.2/26.4
Stack height	31.5 mm
Stem, degrees rise	-17
Handlebar clamp diameter	26.0 mm
Seatpost diameter	27.2 mm

2300 *Carbon fiber with Easton stays and aluminum fork - 105SC STI*

What its for: All-round road riding. Serious racing. Fast light touring. Day rides or centuries. Ultra-fitness training.

Who its for: Racer. Serious century rider who wants racing-type position and gearing.

Benefits: Trek's famous 3-Tube carbon composite frame is light weight and shock absorptive like aluminum, but lively like steel. Aluminum fork is light and adds comfort.

Shimano's 105 STI Dual Control shifting lets you shift with both hands on the bars. System 2 handlebars bring the levers closer to the bars for easier use of the Dual Controls.

Shimano A525 SPD clipless pedals add pedaling efficiency. Continental tires are light, fast, and durable.

Continental Grand Prix tires are the racer's choice for speed and handling. Matrix Aurora rims are very light and strong. Double butted spokes further reduce weight and wind drag.

Retail Price $_____

Upgrades from 2100
- *Shimano 105 components*
- *Continental Grand Prix tires*
- *Matrix Aurora rims*
- *Double-butted stainless spokes*
- *8 speed gearing*

Frameset	Frame	Carbon composite w/alloy stays
	Fork	Epoxy bonded aluminum
	Headset	Tange Seiki CDS
Controls	Handlebars	System 2 Road
	Stem	System 2 Road
	Shifters	Shimano 105SC Dual Control
	Brake levers	Shimano 105SC
	Grips	White cork tape
Brakes		Shimano 105SC Super SLR
Drivetrain	Crankset	Shimano 105SC
	Pedals	Shimano A525 SPD clipless
	F. derailleur	Shimano 105SC
	R. derailleur	Shimano 105SC
	Freewheel	Shimano HG70
	Chain	Shimano HG70
Wheelset	Hubs	Shimano 105SC
	Rims	Matrix Aurora
	Tires	Continental Grand Prix, folding
	Tubes	Presta valve
	Spokes	Sapim stainless, double butted
Seat		Vetta TT TriShock Racing, manganese rails, black leather cover
	Seatpost	System 2
	Seat binder	Cro-Moly 8 x 25
Weight		21.3 lbs. (9.68 kg)
Color		Polished

Gearing

	39	53
13	—	110
14	75	102
15	70	95
17	62	84
19	55	75
21	50	68
23	46	62
26	40	—

Geometry and Fit *All measurements in millimeters*

	47	50	52	54	56	58	60	62
A. Head angle	72.5	73.0	73.0	73.5	73.5	73.5	73.5	74.0
B. Seat angle	73.5	73.5	73.5	73.5	73.5	73.5	73.5	73.5
C. Effective top tube	518	530	530	550	550	570	570	585
D. Chainstay length	415	415	415	415	415	415	415	415
E. Bottom bracket ht	267	267	267	267	267	267	267	
F. Offset	47	47	47	43	43	43	43	43
G. Wheelbase	963	972	972	984	984	1004	1004	1014
Trail	56	54	54	55	55	55	55	52
Standover height	724	753	771	792	811	829	848	858
Stem	65	80	100	100	120	120	130	130
Reach	583	610	630	650	670	690	700	715
Handlebar width	380	400	400	420	420	420	440	440
Crank arm length	167.5	170	170	172.5	172.5	172.5	175	175
Seatpost length	250	250	250	250	250	250	250	250
Head tube length	86	86	104	124	145	165	183	193

Hubset, Type	HyperGlide
	8 spd cassette
Spokes	32
Front	298 14/15ga.
Rear, D/ND	296/298 14/15ga.
R. Dropout width	127.5 mm
Tire size, Spec	700 x 23
Max. Trek size	700 x 28
Front derailleur clamp size	34.9 mm /1 3/8"
Bottom bracket, Model	BB-UN71
Shell width/ Axle length	68/107
Crankset bolt hole circle	130
Headset size	22.2/30.2/26.4
Stack height	31.5 mm
Stem, degrees rise	-17
Handlebar clamp diameter	26.0 mm
Seatpost diameter	27.2 mm

OCLV: From the Space Age to Saturn

In 1994, the Saturn racing team had a very successful year. In fact, they were so successful that both the men's and women's U.S. National Championship jerseys went to riders wearing the Saturn jersey. They were also riding Trek 5500s.

What's so special about a Trek 5500? Its OCLV construction (see page 38-39) makes these the lightest production road frames in the world. Yet even at such a low weight (just 2.44 pounds in a 56 cm size), these bikes still have all the stiffness you could want for hard sprints, aggressive hill climbing, or sneaking the inside line in a hard criterium. The most amazing part, though, is that even though the 5500 is super efficient in a sprint, it can still offer amazing comfort on a long ride.

The space age secret to the bikes ridden by Team Saturn? With all bikes, the critical area for flex is the joints. The joint is also the highest stress area of the bike. Because of this, the joint is where you need the most metal so its usually the stiffest part of the bike. Not with OCLV! Trek's OCLV construction allows us to put carbon fibers just where you need them, and avoid placing them where they aren't adding to the bikes performance.

That's really the key to OCLV- we have more control over carbon fiber placement. So we can make size specific lugs and tubes which can exactly match the strength and stiffness requirements of the bike without any excess. How else do you think we get these frames down to just 2.44 pounds?

Size specific lugs and tubes offer the correct mix of lateral rigidity and vertical compliance. Because of this size specific design of the frame's lugs and tubes, larger frames are stiffer while smaller frames are less so. With almost every other bike, its just the opposite, so most big bikes are whippy and little bikes ride like rocks.

If you're impressed with how well our OCLV frames ride, and also by the success of Team Saturn, you'll want to get into our Team Saturn jersey and shorts. These attractive team replicas will make any rider look good, but especially on a Saturn 5500. Of course, they're built to Trek standards so they will also be comfortable and hard wearing. So wear a Saturn jersey and show your colors!

New this year-

A small but important improvement for 1995 is the addition of internal threading for water bottle mounts. We did a lot of R&D to find a way to do this which satisfied our need for frame strength without adding excess weight. You asked for it, you got it. Now you can bolt down whatever you'd like to the water bottle mounts, whether its a pump and tool kit, or just another water bottle cage.

Also new for this year is the model 5000, which shares the same frame as the 5200 and 5500, but with the aluminum fork of the 2300. This new model brings OCLV construction to an even more affordable price range. We think you'll be able to sell even more of these incredible bikes this year, and we hope you're as excited about that as we are.

For the Mechanic

OCLV bikes and their seatposts

With the OCLV construction, the seat lug is lined with a thin fiberglass layer bonded to the inside of the seat lug. This liner prevents galvanic corrosion which could occur if the aluminum seatpost and the carbon fiber lug were in contact. With this insert, there is no need to grease the seatpost on OCLV bikes, nor is it recommended. If you have inadvertently greased an OCLV seatpost and it will not clamp correctly, clean the seatpost and the inside of the seat lug with a degreaser, being careful not to get degreaser in the bottom bracket.

OCLV Chain Hanger and Chainstay Guard

Although OCLV carbon composite is stiffer, stronger, and more fatigue resistant than any other material used for bikes today, it has one soft spot. If you apply a fast moving bike chain to OCLV, it will cut faster than aluminum, which cuts faster than steel. And remember, even steel can be cut by a chain!

To add protection to OCLV frames, we have designed an adhesive plate called a chainstay protector. We have also designed a round metal ring which fits between the fixed cup and bottom bracket shell to prevent the chain from getting stuck between the crank arm and bottom bracket. These pieces must be correctly installed on every OCLV road bike at all times. On OCLV mountain bikes, the ACSD is bonded on in the same location as the chainstay guard, and with the addition of the chain catcher, gives equivalent protection. If you see an OCLV road bike without the protection of both the chainstay guard and chain catcher, please do everyone a favor and install them immediately. You can order a set from Trek, part number T83050.

OCLV Road frame weight (56 cm): 1112 gm (2.44 pounds)
OCLV Road fork weight (56 cm): 476 gm (1.05 pounds)

5000 *OCLV w/ aluminum fork - 105SC STI*

Retail Price $_____

Upgrades from 2300
- *OCLV composite frame*
- *"Custom" sizing and geometry for each frame size*
- *Extremely light weight with extreme performance*

What its for: All-round road riding. Racing. Fast light touring. Day rides or centuries. Ultra-fitness training.

Who its for: Racer. Serious century rider.

Benefits: OCLV carbon composite frame and fork make up the lightest production frameset in the world. Very ergonomic "custom" level sizing with each frame size getting specific tube lengths and angles for the optimum in performance, comfort, and efficiency.

Shimano's 105 Dual Control shifting lets you shift without taking your hands off the brake levers and the special curve of the System 2 handlebars makes the levers easier to reach. Shimano 105SC group offers great braking with dual pivot brakes, superior shifting with SIS and SuperGlide chainrings. A525 SPD clipless pedals get your pedaling power to the rear wheel.

Lightweight Matrix wheels use light and strong Aurora rims and Sapim double butted spokes, with fast and grippy Continental tires.

Frameset	Frame	OCLV carbon composite
	Fork	Epoxy bonded aluminum
	Headset	Tange Seiki CDS
Controls	Handlebars	System 2 Road
	Stem	System 2 Road
	Shifters	Shimano 105SC STI Dual Control
	Brake levers	Shimano 105SC
	Grips	White cork tape
Brakes		Shimano 105SC Super SLR
Drivetrain	Crankset	Shimano 105SC
	Pedals	Shimano A525 SPD clipless
	F. derailleur	Shimano 105SC
	R. derailleur	Shimano 105SC
	Freewheel	Shimano HG70
	Chain	Shimano HG70
Wheelset	Hubs	Shimano 105SC
	Rims	Matrix Aurora
	Tires	Continental Grand Prix, folding
	Tubes	Presta valve
	Spokes	Sapim stainless, double butted
Seat		Vetta TT TriShock Racing, manganese rails, black leather cover
	Seatpost	System 2
	Seat binder	System OCLV with integral bolt
Weight		20.4 lbs. (9.25 kg)
Color		Ice Green

Gearing

	39	53
13	—	110
14	75	102
15	70	95
17	62	84
19	55	75
21	50	68
23	46	62
26	40	—

Geometry and Fit *All measurements in millimeters*

	50	52	54	56	58	60	62
A. Head angle	72.0	72.5	73.0	73.75	73.75	74.0	74.0
B. Seat angle	75.0	75.0	74.0	73.5	73.0	73.0	72.0
C. Effective top tube	531	528	545	560	570	580	590
D. Chainstay length	408	408	410	410	412	412	412
E. Bottom bracket ht	266	266	266	268	268	268	268
F. Offset	47	47	47	43	43	43	43
G. Wheelbase	979	982	987	986	994	1001	1006
Trail	60	57	54	53	53	52	52
Standover height	749	759	773	793	811	830	848
Stem	80	100	100	120	120	130	130
Reach	611	628	645	680	690	710	720
Handlebar width	400	400	420	420	420	440	440
Crank arm length	170	170	170	172.5	172.5	175	175
Seatpost length	250	250	250	250	250	250	250
Head tube length	97	97	104	121	140	158	177

Hubset, Type	HyperGlide
	8 spd cassette
Spokes	32
Front	298 14/15ga.
Rear, D/ND	296/298 14/15ga.
R. Dropout width	128 mm
Tire size, Spec	700 x 23
Max. Trek size	700 x 28
Front derailleur clamp size	Braze-on type
Bottom bracket, Model	BB-UN71
Shell width/ Axle length	68/107
Crankset bolt hole circle	130
Headset size	22.2/30.2/26.4
Stack height	31.8 mm
Stem, degrees rise	-17
Handlebar clamp diameter	26.0 mm
Seatpost diameter	27.2 mm

5200 *OCLV - Ultegra STI*

What its for: All-round road riding. Racing. Fast light touring. Day rides or centuries. Ultra-fitness training.

Who its for: Racer. Serious century rider.

Benefits: OCLV carbon composite frame and fork make up the lightest production frameset in the world. Very ergonomic "custom" level sizing with each frame size getting specific tube lengths and angles for the optimum in performance, comfort, and efficiency.

Shimano's Ultegra Dual Control shifting lets you shift without taking your hands off the brake levers and System 2 handlebars bring the levers closer to the bars. Shimano Ultegra group offers great braking with dual pivot brakes, superior shifting with SIS and SuperGlide chainrings. Ultegra SPD clipless pedals offer extra comfort of rotation.

Lightweight Matrix wheels use new Aurora rims with machined sidewalls for smoother braking, mounted with fast, grippy Continental tires.

Retail Price $_____

Upgrades from 5000
- *Shimano Ultegra components*
- *Shimano Ultegra SPD pedals*
- *System 3 handlebars*
- *OCLV fork*

Frameset	Frame	OCLV carbon composite
	Fork	OCLV carbon composite
	Headset	Tange Seiki VR-254
Controls	Handlebars	System 3 Road
	Stem	System 2 Road
	Shifters	Shimano Ultegra STI Dual Control
	Brake levers	Shimano Ultegra
	Grips	White cork tape
Brakes		Shimano Ultegra
Drivetrain	Crankset	Shimano Ultegra
	Pedals	Shimano Ultegra SPD clipless
	F. derailleur	Shimano Ultegra
	R. derailleur	Shimano Ultegra
	Freewheel	Shimano HG90
	Chain	Shimano HG90
Wheelset	Hubs	Shimano Ultegra
	Rims	Matrix Aurora
	Tires	Continental Grand Prix, folding
	Tubes	Presta valve
	Spokes	Sapim stainless, double-butted
Seat		Vetta TT TriShock Racing, manganese rails, black leather cover
	Seatpost	System 2
	Seat binder	System OCLV with integral bolt
Weight		19.6 lbs. (8.88 kg)
Color		Ice Copper

Gearing

	39	53
12	—	119
13	81	110
14	75	102
15	70	95
17	62	84
19	55	75
21	50	68
23	46	—

Geometry and Fit *All measurements in millimeters*

	50	52	54	56	58	60	62
A. Head angle	72.0	72.5	73.0	73.75	73.75	74.0	74.0
B. Seat angle	75.0	75.0	74.0	73.5	73.0	73.0	72.0
C. Effective top tube	531	528	545	560	570	580	590
D. Chainstay length	408	408	410	410	412	412	412
E. Bottom bracket ht	266	266	266	268	268	268	268
F. Offset	47	47	47	43	43	43	43
G. Wheelbase	979	982	987	986	994	1001	1006
Trail	60	57	54	53	53	52	52
Standover height	749	759	773	793	811	830	848
Stem	80	100	100	120	120	130	130
Reach	611	628	645	680	690	710	720
Handlebar width	400	400	420	420	420	440	440
Crank arm length	170	170	170	172.5	172.5	175	175
Seatpost length	250	250	250	250	250	250	250
Head tube length	97	97	104	121	140	158	177

Hubset, Type	HyperGlide
	8 spd cassette
Spokes	32
Front	298 14/15ga.
Rear, D/ND	296/297 14/15ga.
R. Dropout width	128 mm
Tire size, Spec	700 x 23
Max. Trek size	700 x 28
Front derailleur clamp size	Braze-on type
Bottom bracket, Model	BB-UN71
Shell width/ Axle length	68/115
Crankset bolt hole circle	130
Headset size	22.2/30.2/26.4
Stack height	33.2 mm
Stem, degrees rise	-17
Handlebar clamp diameter	26.0 mm
Seatpost diameter	27.2 mm

5500 *OCLV - Dura-Ace STI*

What its for: All-round road riding. Racing. Fast light touring. Day rides or centuries. Ultimate performance.

Who its for: Racer. Serious century rider who wants racing-type position and gearing.

Benefits: OCLV carbon composite frame and fork make up the lightest production frameset in the world. Very ergonomic "custom" level sizing with each frame size getting specific tube lengths and angles for the optimum in performance, comfort, and efficiency.

Shimano's Dura-Ace with Dual Control shifting is the top of the line group used by the Pros. Dura-Ace SPD clipless pedals have 6 degrees rotation for extra comfort and efficiency.

Lightweight Matrix wheels use new Aurora rims with machined sidewalls for smoother braking, laced with Wheelsmith double butted spokes and alloy nipples, and mounted with fast, grippy Continental tires.

Retail Price $_____

Upgrades from 5200
- *Full Shimano Dura-Ace group*
- *Wheelsmith wheels with alloy nipples*
- *Vetta seat with Vanadium rails*
- *Dura-Ace SPD pedals*
- *System 3 Ti post*
- *TTT stem*

Frameset	Frame	OCLV carbon composite
	Fork	OCLV carbon composite
	Headset	Tange Seiki VR-254
Controls	Handlebars	System 3 Road
	Stem	TTT
	Shifters	Shimano Dura-Ace STI Dual Control
	Brake levers	Shimano Dura-Ace
	Grips	White cork tape
Brakes		Shimano Dura-Ace
Drivetrain	Crankset	Shimano Dura-Ace
	Pedals	Shimano Dura-Ace SPD clipless
	F. derailleur	Shimano Dura-Ace
	R. derailleur	Shimano Dura-Ace
	Freewheel	Shimano Dura-Ace
	Chain	Shimano Dura-Ace
Wheelset	Hubs	Shimano Dura-Ace
	Rims	Matrix Aurora
	Tires	Continental Grand Prix, folding
	Tubes	Presta valve
	Spokes	Wheelsmith stainless, double butted, alloy nipples
Seat		Vetta TT TriShock Racing, Vanadium rails, black leather cover
	Seatpost	System 3 Ti
	Seat binder	System OCLV with integral bolt
Weight		19.4 lbs. (8.80 kg)
Color		Saturn Motif

Gearing

	39	53
12	—	119
13	81	110
14	75	102
15	70	95
17	62	84
19	55	75
21	50	68
23	46	—

Geometry and Fit *All measurements in millimeters*

	50	52	54	56	58	60	62
A. Head angle	72.0	72.5	73.0	73.75	73.75	74.0	74.0
B. Seat angle	75.0	75.0	74.0	73.5	73.0	73.0	72.0
C. Effective top tube	531	528	545	560	570	580	590
D. Chainstay length	408	408	410	410	412	412	412
E. Bottom bracket ht	266	266	266	268	268	268	268
F. Offset	47	47	47	43	43	43	43
G. Wheelbase	979	982	987	986	994	1001	1006
Trail	60	57	54	53	53	52	52
Standover height	749	759	773	793	811	830	848
Stem	90	100	110	120	120	130	130
Reach	621	628	655	680	690	710	720
Handlebar width	400	400	420	420	420	440	440
Crank arm length	170	170	170	172.5	172.5	175	175
Seatpost length	250	250	250	250	250	250	250
Head tube length	97	97	104	121	140	158	177

Hubset, Type	HyperGlide
	8 spd cassette
Spokes	32
Front	299 14/16ga.
Rear, D/ND	296/298 14/16ga.
R. Dropout width	128 mm
Tire size, Spec	700 x 23
Max. Trek size	700 x 28
Front derailleur clamp size	Braze-on type
Bottom bracket, Model	BB-UN7410
Shell width/ Axle length	68/103
Crankset bolt hole circle	130
Headset size	22.2/30.2/26.4
Stack height	33.2 mm
Stem, degrees rise	-18
Handlebar clamp diameter	26.0 mm
Seatpost diameter	27.2 mm

Tandem Selling and Riding Tips

Tandems require special riding techniques and special selling techniques. Knowing both will help your shop be successful with Trek tandems.

Selling tips:

Since tandems are perceived as an expensive bike, and there are now two people to sell to, tandem buyers will require more information and more time than people shopping for a single bike. Since selling tandems is quite different than selling singles, it may help to have a tandem 'specialist' in your store.

During the initial presentation, keep technical talk to a minimum. Most people have never ridden a tandem, and are really curious about what to expect. Avoid turning off the less 'techy' member of the prospective tandem duo. Instead, talk about the fun, the communication, and the ability to combine efforts to a common goal. Then take test rides.

Usually, the stoker is the less technical of the tandem pair. Target the stoker's needs and concerns with your initial presentation. Remember, stokers are giving up the control of the bike to the captain, a cause for concern. Soothe their worries and fears by discussing the extra powerful brakes on Trek tandems, how pedaling and shifting is easier because of the Trek specifications, of the extra rigidity of the Trek tandem's steering system makes a Trek tandem easy to control.

Emphasize the benefits of stoking. Then take the stoker out for a test ride in the stoker position, with you or your tandem specialist in the captain's position. During this ride, a smooth, steady ride is best. Make it easy and scenic, but of sufficient length for the stoker to become comfortable with the bike.

Once this ride is done, take the potential captain out, but in the stoker's position. After an explanation of what you are going to demonstrate, show the new captain what it might be like for the stoker if the captain displays bad tandem skills. After this message is learned, show the captain good captaining skills, and finally let the new captain practice captaining with you stoking. Especially practice getting under way, as covered in the next section.

Only after the captain feels confident in their handling skills should they take their new stoker for a test ride together. By following this approach with a new tandem couple, you will avoid the terror felt by the new stoker when a new captain has a hard time controlling the bike. If the new captain's inexperience allows the tandem to feel like its capsizing, or comes close to ramming an immovable object, that feeling of terror will kill the sale very fast. Avoid it.

After the test ride, your discussion of the features and benefits of the tandem design, construction, and component selection will be much better understood. The new tandem couple will see why the frame should be laterally stiff, why they need all those gears, and why they want good brakes. The wider handlebars will make more sense, as will the need for easy shifting and comfort features like bigger tires and softer seats.

Riding Tandems

The most important part of tandem riding is communication, letting your partner know what you are doing so they can anticipate your actions. This is critical for the enjoyment and safety of both riders.

When getting under way, its recommended that the captain hold the bike up, with both feet on the ground and knees spread to avoid being hit in the shins with the pedals. The stoker then mounts the bike and puts both feet in the pedals. The stoker rotates the pedals to a position comfortable for the captain to put one foot on the pedal. With a command from the captain, the stoker begins pedaling as the captain pushes off, moving into the seat and pedaling without engaging the second foot into the pedal. Once underway, and at a more stable speed, the captain will give the command to coast, and can then engage their second foot in the other pedal.

Coasting should be signaled verbally by either rider when they need a break, or when the captain desires the cranks to be horizontal, such as in cornering. With a tandem, the riders don't move around in the seat as much as on a single, so its important to take a coasting break on a regular basis to avoid seat soreness.

Shifting a tandem requires synchronizing the pedaling forces of two riders over a wider gear ratio than most single bikes. In addition, it becomes more critical to anticipate shifting needs, such as when approaching a steep climb. For these reasons, it is especially important that the tandem pair reduce pedal pressure during a shift. To better time the shifting and pedaling efforts, usually the captain will signal by saying "shifting up front" or "shifting down rear" to help the stoker anticipate the shift. The stoker can better hear and see the derailleurs, so they can help the captain trim the derailleurs to prevent rubbing.

Although the captain can see obstacles in the road such as bumps, and ride over them in normal fashion, the stoker often cannot see the road immediately ahead. For this reason, it is critical that the captain give verbal warning of such objects, and perhaps even direct the stoker to coast. This allows the stoker to lift out of the seat to minimize the impact.

When stopping the tandem, simply reverse the mounting procedure. After signaling to coast, the captain should disengage one foot from the pedals, while the stoker remains smooth and steady with both feet on the pedals. As the bike slows to a stop, the captain should place one foot on the ground, and if necessary, disengage the second foot and place it on the ground as well. The captain should be mindful that they place their feet in such a way that they can balance the tandem, and so that they don't get hit in the shins by the pedals.

For short stops, like traffic signals, it may be most efficient for the stoker to keep both feet on the pedals for the entire stop, as this makes getting under way faster and easier. If the riders are going to completely dismount the tandem, the captain should hold the bike while the stoker dismounts, and then after the stoker is clear, dismount themselves. It is particularly bad form for the captain to swing their leg over the seat, right in front of the stoker's face.

A word of caution on speed: Tandems can easily go too fast for conditions on the flats, and especially on descents. Plan your high speed sections carefully, being mindful that the additional weight and speed of a tandem requires greater stopping distances.

Fitting a tandem

Trek makes 4 sizes of tandems which will accommodate most rider combinations. When sizing a tandem, remember that mounting and dismounting a tandem requires that the captain balance the bike while the stoker gets on or off. This requires adequate standover clearance (and is also helped by wider bars and stiffer stems than on a single). To compound this situation, tandems use slightly higher bottom brackets than singles. For this reason, most captains choose the same or a slightly smaller size than their normal road bike size. Since the stoker gets on and off the bike in a controlled, stopped position and often does not even dismount during the ride, standover height for the stoker is of much less of a concern. Tandems are often selected so that a variety of sizes of riders will fit the stoker position.

Trek Tandem Technology

Trek tandems are the result of years of tandem experience combined with Trek's proven geometry and fit, built with Trek's manufacturing expertise.

When Trek launched the R&D effort behind these tandems, we analyzed the construction of tandems on the market. We talked with hundreds of tandem owners to find what they liked and disliked about their tandems. And we rode many of the best tandems on the market. We found several common complaints, and addressed them with an economical, but high performance design.

Fit- Correctly sized stoker positions were a rarity. We used our experience with road bikes to design better fitting tandems.

Stiffness and weight- Starting from scratch, we were able to design a custom tubeset in conjunction with True Temper which gives the strength and stiffness needed for performance tandem riding, but at a low weight. Our ovalized lateral tube adds lateral stiffness without sacrificing rider comfort. Our super-heavy duty straight gauge down tube adds extra torsional stiffness to the captain's bottom bracket. An oversize 1 1/4" steering system yields more control in the corners, and makes mounting the tandem easier as well. Oversize Cro-Moly tubing throughout means a strong, rigid structure that can stand up to hard charging, out of the seat climbs, without twisting and wandering around the road.

Full braze-on package- Trek tandems have all the braze-ons needed for long distance touring including 6 water bottle mounts, pump pegs, front and rear racks, and everything for an optional drum brake.

Precision manufacturing- Trek tandems use Signature Sequential TIG welding (see pages 20-21), so they get the benefits of laser mitering, size specific jigs, sequential welding, precision alignment, and demanding quality control. Other benefits of Signature Sequential TIG welding include internal reinforcements to the head tube and seat tubes, allowing very thin oversize tubes which securely support the 11/4" headset and (new) 27.2 mm seatposts.

T100 *Custom Tandem oversize Cro-Moly - STX-RC with RapidFire Plus*

Retail Price $_____

What its for: Road riding, on pavement or dirt. Sport touring. Day rides or centuries.

Who its for: Beginning tandem riders, or tandem enthusiasts wanting an upright position.

Benefits: Custom True Temper oversized Cro-Moly tandem tubeset with Tange tandem fork is extra strong with performance tandem riding in mind. Oversized steering system adds stiffness for control and ease of mounting.

GripShift shifters with Shimano LX and XT derailleurs makes gear selection easier and Shimano cantilever brakes provide excellent stopping power.

Super strong 48 spoke Matrix Fast Track wheels with wide, comfortable, and durable Invert II 38c tires.

Features
- *True Temper Cro-Moly custom tandem tubeset with Signature Sequential TIG Welding*
- *Hybrid positioning*
- *21 speed wide ratio gearing and M-System cantilever brakes*
- *Heavy duty 48 spoke wheels and Invert II tires*
- *Comfortable Vetta Turbo Comfort Flex seat*

Frameset	Frame	True Temper Cro-Moly custom butted Tandem
	Fork	Tange butted, special taper gauge tandem Cro-Moly
	Headset	YST 1 1/4" oversize
Controls	Handlebars	System 1 ATB
	Stem	System 2 Tandem front and Adjustable Stoker rear
	Shifters	GripShift SRT 600
	Brake levers	Dia-Compe PC-7
	Grips	GS 339 GripShift 'Standard'
Brakes		Shimano Alivio
Drivetrain	Crankset	Sugino Fuse' Tandem, 38T synchronization rings
	Pedals	System 1 ATB with clips and straps
	F. derailleur	Shimano LX
	R. derailleur	Shimano LX-SGS
	Freewheel	Sachs
	Chains	Shimano HG50
Wheelset	Hubs	Suzue with front and rear QR
	Rims	Matrix Fast Track
	Tires	Trek Invert II
	Tubes	Presta valve
	Spokes	Trek Tandem Butted Stainless
Seat		Vetta Turbo Comfort Flex, steel rails, black Torino cover (front), Terry (rear)
	Seatpost	System 1
	Seat binder	System Tandem
Weight		42.9 lbs. (19.47 kg)
Color		Ice Green

Gearing

	30	42	54
13	—	87	112
15	54	76	97
18	45	63	81
21	39	54	69
24	34	47	61
28	29	40	52
32	25	35	—

Geometry and Fit *All measurements in millimeters*

	50x46	54x50	57x47	58x53
A. Head angle	72.0	72.0	73.0	73.0
B. Seat angle	73/73	73/73	73/73	73/73
C. Effective top tube	540/660	545/690	557/659	565/710
D. Chainstay length	430	430	430	430
E. Bottom bracket ht	272/272	272/272	272/272	272/280
F. Offset	60	60	55	55
G. Wheelbase	1707	1727	1712	1758
Trail	47	47	46	46
Standover height	763/700	785/755	809/740	824/792
Stem	120	120	135	135
Reach	619/530	624/560	646/529	654/580
Handlebar width	560/560	560/560	560/560	560/560
Crank arm length	170/170	175/170	175/170	175/170
Seatpost length	350/300	350/300	350/300	350/300
Head tube length	102	102	137	137

Hubset, Type	Freewheel,
double threaded	7 speed
Spokes	48
Front	287 13/14ga.
Rear, D/ND	287 13/14ga.
R. Dropout width	140 mm
Tire size, Spec	700 x 38
Max. Trek size	700 x 41
Front derailleur clamp size	31.8 mm/1 1/4"
Bottom bracket, Model	BB-UN51
Shell width/ Axle length	68/122.5
Crankset bolt hole circle	74/110
Headset size	28.6/37.0/33.0
Stack height	41.0 mm
Captain's stem, degrees rise	32
Handlebar clamp diameter	25.4 mm
Seatpost diameter	27.2 mm

T200 *Custom Tandem oversize Cro-Moly - XT/LX with bar end shifters*

Retail Price $_____

What its for: Road riding. Racing. Fast Centuries.

Who its for: Experienced riders and racers looking for the ultimate in tandem performance.

Benefits: Custom True Temper oversized Cro-Moly tandem tubeset with Tange tandem fork is extra strong and rigid with performance tandem riding in mind. Oversized steering system adds stiffness for control and ease of mounting.

Deluxe Shimano parts selection with powerful XT cantilevers for great stopping power.

Super strong 48 spoke Matrix FastTrack wheels with fast and durable Continental Super Sport 28c tires.

Shimano M535 SPD pedals for good power transfer and easy walking in cleated shoes.

Upgrades from T100
- *True Temper Cro-Moly custom tandem tubeset with Signature Sequential TIG Welding*
- *XT drivetrain*
- *M535 double sided SPD pedals*
- *Heavy duty 48/40 spoke wheels*
- *Continental Super Sport tires*
- *90° System Road stem and Vetta TriShock seat*

Frameset	Frame	True Temper Cro-Moly custom butted Tandem
	Fork	Tange butted, special taper gauge tandem Cro-Moly
	Headset	Shimano XT 11/4
Controls	Handlebars	System 1 Road
	Stem	System 3 90° Tandem with Adjustable Stoker rear
	Shifters	Shimano RSX STI Dual Control
	Brake levers	Shimano RSX
	Grips	White cushion tape
Brakes		Shimano XT
Drivetrain	Crankset	Shimano XT, 38T synchronization rings
	Pedals	Shimano M535 SPD clipless
	F. derailleur	Shimano LX
	R. derailleur	Shimano XT SGS
	Freewheel	Shimano HG70
	Chain	Shimano HG90
Wheelset	Hubs	Hugi, QR front and rear, threaded for drum brake
	Rims	Matrix Fast Track
	Tires	Continental Super Sport
	Tubes	Presta valve
	Spokes	Stainless, butted oversize
Seat		Vetta TT TriShock Racing, Manganese rails, black Torino cover (front), Terry (rear)
	Seatpost	System 1 (front), USE suspension seat post (rear)
	Seat binder	System Tandem
Weight		43.1 lbs. (19.58 kg)
Color		Saturn Silver

Gearing

	32	44	54
12	—	99	122
13	66	91	112
15	58	79	97
18	48	66	81
21	41	57	69
24	36	49	61
28	31	42	—

Geometry and Fit *All measurements in millimeters*

	50x46	54x50	57x47	58x53
A. Head angle	72.0	72.0	73.0	73.0
B. Seat angle	73/73	73/73	73/73	73/73
C. Effective top tube	540/660	545/690	557/659	565/710
D. Chainstay length	430	430	430	430
E. Bottom bracket ht	272/272	272/272	272/272	272/280
F. Offset	60	60	55	55
G. Wheelbase	1707	1727	1712	1758
Trail	47	47	46	46
Standover height	763/700	785/755	809/740	824/792
Stem	100	100	120	120
Reach	636/530	641/560	672/529	680/580
Handlebar width	420/460	420/460	440/460	440/460
Crank arm length	170/170	170/170	175/170	175/170
Seatpost length	300/300	300/300	300/300	300/300
Head tube length	102	102	137	137

Hubset, Type	HyperGlide
	7 spd cassette,
	threaded for drum
Spokes	48 R/ 40 F
Front	13/14ga.
Rear, D/ND	13/14ga.
R. Dropout width	140 mm
Tire size, Spec	700 x 28
Max. Trek size	700 x 41
Front derailleur clamp size	31.8/1 1/4"
Bottom bracket, Model	BB-UN71
Shell width/ Axle length	68/127.5
Crankset bolt hole circle	74/110
Headset size	28.6/37.0/33.0
Stack height	31.8 mm
Stem, degrees rise	0
Handlebar clamp diameter	25.4 mm
Seatpost diameter	27.2 mm

Matrix Rims

A word about wheels

Wheel durability is effected by three factors: materials, wheel assembly, and use/maintenance. To get the most from a bike, each factor is important.

Materials

The best wheels can be obtained through using the correct components. Correct rim selection for the intended usage is critical. Spoke gauges should match the diameter of the hub drillings. Use a spoke thread preparation to ease assembly and prevent corrosion of the threaded parts. Do not use alloy nipples if the rim's spoke holes are not smooth and lubricated. Carefully consider the strength requirements of rider weight and terrain. For wheels with high strength requirements such as tandems, Trek recommends more spokes and the use of stronger rims. While lighter wheels with fewer spokes may provide better performance, broken spokes or wheels that won't stay true are considered to be the lowest of performance factors.

Matrix rims are constructed of 6061 T6 heat treated aluminum. Most of the rims use a pin-type construction. The new Aurora and VooDoo rims are welded, but the heat effected zone is so small that their heat treatment, strength, and alignment remain intact. Then their sidewalls are surface ground for a smooth, textured surface that provides extra stopping power.

Another important feature is the use of eyeletting. Eyelets distribute the forces resulting from the attachment of the spokes. With Trek's double eyelet, these forces are distributed through both the outer and inner walls of the rim structure, making these rims particularly strong.

Design of the rim also effects the strength and application of a rim. Good design distributes forces through the rim, reducing peak loads that can damage the rim. Rim width effects tire fit. Width also effects how your brakes work. In particular, the inverted sidewalls of the Journey and Single Track Pro rims lend themselves to the use of cantilever brakes. The angled sidewall provides a more secure angle for the brake pads, resisting pad "dive" because the rim's sidewall is perpendicular to the arc of the pivoting cantilever brake arm.

Wheel Assembly

Good wheels are the result of careful attention to the building process. After lacing, bringing the wheel to correct round, true, and dish must be a gradual process to avoid placing undue stress on any of the components. Spokes must be "relieved" so that their bend matches that of the hub flange, so they take the most direct line possible to the rim, and so they have not been twisted, or rotated by turning the nipples.

The final part of building a strong wheel is insuring that the spoke tension is correct. There is actually a broad range of acceptable tension for a wheel. Most important is the even tension within the structure. Uneven spoke tension is the most common cause of wheel problems.

Use/Maintenance

Any wheel deserves regular maintenance. In the Trek Owner's Manuals, riders are advised to check their wheels before every ride, and to have any problems serviced by their Trek dealer.

Even the most carefully built wheels can have problems. Some riders take pride in their ability to break equipment, but the best riders know that if you don't make it to the finish line, you can't win the race. Good riding technique goes a long way to avoiding wheel problems.

	Sutherland's Correction Factor	Weight	Eyelet	Spoke Pattern
26 Inch				
Single Track	-29	525 gm	no	28, 32, 36
Single Track Comp	-27	465 gm	single	28, 32, 36
Single Track Pro	-25	425 gm	single	28, 32, 36, 40
Mt. Titan	-25	365 gm	single	28, 32, 36
VooDoo	-27	392 gm	single	28, 32, 36
700C				
Journey	-9	500 gm	single	32, 36, 40, 48
Titan Tech	-9	475 gm	single	32, 36
Sonic	-12	465 gm	double	28, 32, 36
Titan Tour	-10	520 gm	single	32, 36, 40, 48
Iso C II	-14	410 gm	no	28, 32, 36
Aurora	-10	430 gm	single	28, 32, 36
Fast Track	-14	570 gm	no	36, 40, 48
Tubular				
Iso II	-10	375 gm	no	24, 28, 32, 36

System Components

System Components, like Trek bicycle frames, are the result of thorough study and development executed by the Trek engineering staff. These products were specifically designed to enhance the fit, look, function, and value of Trek bikes.

Each design has gone through a series of tests for accuracy in sizing, strength, durability, and more. Our engineers broke sample pieces from many manufacturers. We found out what worked and what didn't. After analyzing the data from these tests, we developed components that were both light and strong.

After we were satisfied with the design and quality of each of these System components, orders were placed. As the shipments arrive we continue to randomly sample the pieces to ensure that they match the quality of the test pieces. Its an expensive undertaking, but we feel its important to deliver a product that goes beyond just light weight.

The result is a common sense approach to upgrading a bike. If you replace a System 1 piece with a System 2, it will be both lighter and stronger. With Trek's R&D behind it, it will also be a great value.

Stems

System 1 ATB- 310 gm, TIG Cro-Moly. Fits 1" or 11/8" headset, 25.4 mm handlebar. 10-15° rise. 90, 105, 120, 135, 150 mm extensions. 140-165 mm insertion tubes.

System 2 ATB- 220 gm, TIG Heat Treated Cro-Moly. Fits 1" and 11/8" headset, 25.4 mm handlebar. 5-10° rise. 90, 105, 120, 135, 150 mm extensions. 130-150 mm insertion tubes.

System 2 ATB Direct Connect- 220 gm, Cold forged aluminum. Fits 11/8" headset, 25.4 mm handlebar. Hidden steerer clamp bolt. Detachable handlebar clamp. 10-12° rise. 90, 105, 120, 135, 150 mm extensions. 40 mm steerer clamp height.

System 3 ATB Direct Connect- 195 gm, Cold forged 6061 T6 aluminum. Fits 11/8" headset, 25.4 mm handlebar. Hidden steerer clamp bolt. 10-12° rise. 90, 105, 120, 135 mm extensions. Radial steerer clamp. 40 mm steerer clamp height.

System 1 90° Road- 300 gm, TIG Cro-Moly. 0° rise. Fits 1" headset, 25.4 mm handlebar. 65, 80, 100, 120 mm extensions. 150 mm insertion tube.

System 2 Road- 260 gm, TIG Heat Treated Cro-Moly. Fits 1" headset, 25.4 mm handlebar. -17° rise. 65, 80, 90, 100, 110, 120, 130, 140 mm extensions. 130 mm insertion tube.

System 3 Road (TTT)- 260 gm, TIG Heat Treated Aluminum. Fits 1" headset, 26.0 mm handlebar. -17° rise. 90, 100, 110, 120, 130 mm extensions. 130 mm insertion tube.

System 1 Hybrid- 366 gm, TIG Cro-Moly. Fits 1" headset, 25.4 mm handlebar. 20° rise. 90, 105, 120, 135 mm extensions. 140-165 mm insertion tube.

System 2 Tandem- 340 gm, TIG Heat Treated Cro-Moly. Fits 11/4" headset, 25.4 mm handlebar. 32° rise. 120, 135, 150 mm extensions. 150 mm insertion tube.

System 3 Tandem 90°- 320 gm, TIG Heat treated Cro-Moly. Fits 11/4" headset, 25.4 mm handlebar. 0° rise. 100, 120 mm extensions. 150 mm insertion tube.

Handlebars, ATB

System 1 ATB- 230 gm, 6061 T6 Aluminum. Anodized finish, silver or black. 5° bend. 560 mm length. Bulged and knurled center.

System 2 ATB- 170 gm, butted 6061 T6 Aluminum. Anodized finish, silver or black. 5° bend. 560 mm length. Bulged and knurled center.

System 3 ATB- 145 gm, butted 2014 T6 Aluminum. Anodized finish, silver, blue, black, or violet. 5° bend. 560 mm length.

System 4 ATB- 147 gm, Easton EA-70. 5° bend. 560 mm length. Silver only.