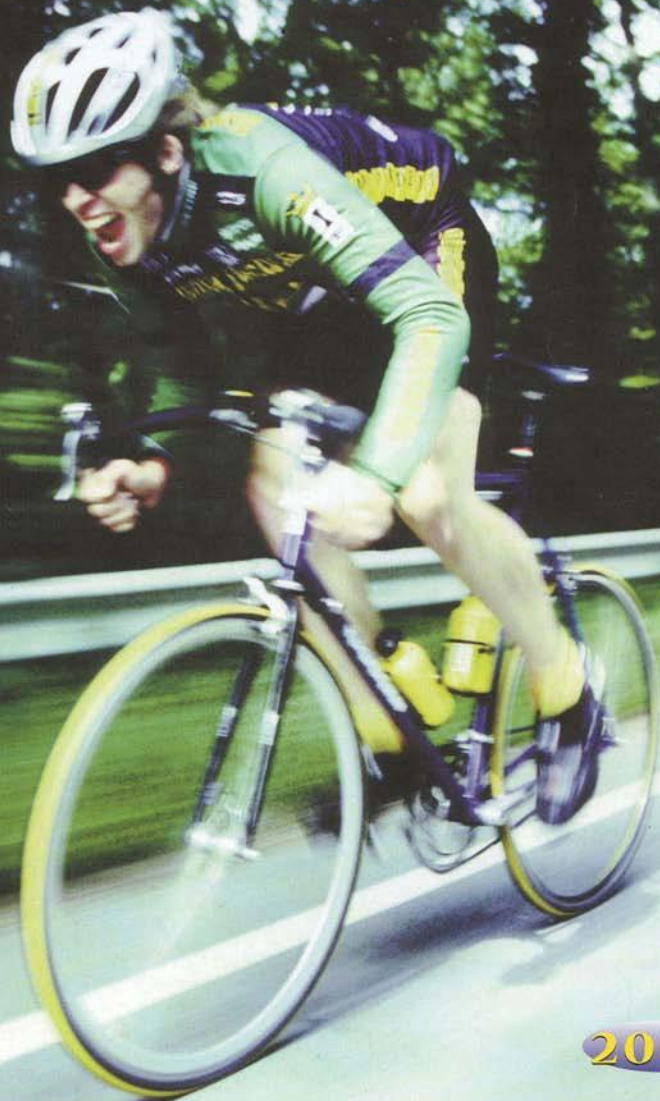


INDEPENDENT
FINANCIAL
TRENDS



2000

welcome

In order to build the best bikes in the world, we started by building the best company in the world. A company in which every employee's knowledge, ideas, and energies are recognized and utilized. Before we even built the first frame, we decided that all employees would be owners. Why employee ownership? Well frankly, building bikes is a labor of love and often frame builders don't get paid what their worth. By giving each of our employees a share of the company, we give them more than just a weekly paycheck. In turn they give the company, and our customers, so much more.

Over the past five years, we have attracted some of the most dedicated and talented builders in the industry. They have come to us, simply because they want to be counted. They want to know that their collective talents and ideas are acted upon and not pushed aside, because they are just a welder or just a painter. We don't believe in the philosophy of a company figurehead, a leader whose knowledge overrules all others. At IF we believe in helping to bring to the surface the best in every person who builds our frames. That desire, that focus, enables IF to consistently achieve a high level of craftsmanship that is hard to find today.



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the IF difference

Steel. With so many materials available today, why does IF still build in steel? Today's steel has come a long way thanks to the efforts of companies like Columbus, Dedacciai, and Reynolds. What was once just a dream is now a reality. Steel frames that are approaching the weight of titanium, but provide that ride that steel frames have become known for. How many times have you heard the phrase, 'rides just like a steel frame.'

Every detail of an IF frame has been researched, tested, and redesigned. The smallest of features play a role in the final product. For example, we utilize seven different custom designed dropouts to assure that fit up and aesthetics on every frame is perfect. Each dropout is heat treated and, while this may seem trivial, it drastically increases their strength. That increased strength translates into increased rear triangle rigidity. All of our frames have fully sealed tubes, including the water bottle bosses. Our bottom bracket shells are machined out in the center to remove excess material, saving weight over traditional BB shells.

While each model we make has its own unique characteristics, what sets IF apart

from others is our controlled and exacting manufacturing process. Each department in the frame building process strives to produce the finest product possible.

The tacking department inspects each tube for straightness and quality. Tacking is the process of cutting and manipulating the tubes and other parts, and then fitting them into our custom made frame jig. This procedure has been highly refined to insure the best possible tube fit up.

Once a frame has been tacked in our jig, it heads for the alignment table, where our welders take over and inspect the frame. They begin the alignment process which involves a series of three complete alignment checks, each being comprised of over nine steps which include separate inspection of the dropout alignment and derailleur hanger alignment. Our welders have developed a systematic pattern of welding that minimizes heat distortion while creating a strong and beautiful weld. We have designed several small fixtures to check the alignment of the frame during welding. This process minimizes the amount of cold setting we have to do and increases the strength and life of our frame.

After welding, the frame enters our finishing department, where amongst other things, it receives yet another alignment check and installation of cable guides, water bottles mounts, and other brazeons. Silver is used in the majority of brazing work on our frames. While more expensive silver's low melting temperature limits the amount of heat exposure to the relatively

thin walled tubes. Brass is used only to adhere brazeons that undergo higher stress, such as rack mounts. The seat tube undergoes a four stage reaming process that removes material, allowing us to ream our frame to within $\pm .001$ tolerance. This insures that your seatpost fits well and doesn't slip.

Acid etching clean the frame prior to blasting and painting. A final prepaint inspection of the frame insures that everything is perfect before the first coat of primer is applied. The frame then undergoes a labor intensive process of priming, sanding, painting, decaling, and clear coating. Between each coat of primer, paint and clear, the frame is inspected and sanded by hand, removing any visible

imperfections. Final inspection and frame prep, including tapping the derailleur hanger, facing the headtube and installation of small parts, insures smooth assembly by

the shop.

While this process and level of detail may seem a bit much in today's fast paced world and some of it can be hard to perceive on the finished product, we feel it is what makes the IF a different brand of bike. Once you ride one, we are sure you will agree.



crown jewel

Classic execution with modern day technology. Designed as a frameset, the Crown Jewel is a cut above the competition.

Leaving nothing to chance,

we build both the frame and fork in house.

That enables us to design each frame for the appropriate rider and match them with a custom designed fork to keep all of our bikes riding and handling similarly. The Crown Jewel balances stiffness and strength with ride quality and beauty. Each size of the

Crown Jewel gets a custom blend of Reynolds 853 front triangle tube and custom Columbus stays. This attention to detail in design results in a level of quality you will have to experience to understand.



crown jewel 650c wheels



Why 650c wheels? Just as Kings and Queens have different crown sizes, so do men and women have different frame needs. Women, who buy the bulk of our smaller wheeled bikes,

asked for a high performance version of a smaller road bike and we answered. Because at a certain point, the traditional 700c wheels on a road bike become a hindrance to frame design. The three smallest sizes

of the Crown Jewel are built with 650c wheels, because it enables us to build a better bike than a similarly sized frame with 700c wheels.

Smaller wheels enable us to diminish or alleviate problems like toe/tire overlap and stand-over clearance. In addition, they

enable us to design a bike with more favorable angles and top tube lengths. In effect, we design the frame around the rider and not around tradition. With proper gearing and component selection, a 650c

wheeled bike will perform as well as, if not better than a 700c wheeled frame.



deluxe

The epitome of a steel hardtail has been reborn for the new millennium. The Deluxe has seen many advances over the past five years. Although newer alloys have made it lighter and stronger, we have maintained the ride quality that has made the

Deluxe famous. A new custom designed Columbus rear end improves braking performance, tire clearance, and heel clearance. The dramatic weight reduction is made even more impressive by the

increased strength of our new custom Columbus stays. Reynolds 853 is utilized for the front triangle. We also offer a new IF designed disc brake dropout, now available as a custom option.



Designed for women, the Special features the same detail, materials, and advancements that have made the Deluxe famous. The result of constant feedback from sponsored racers, local riders, and customers nationwide, the Special has been refined and improved every year. Available in sizes as small as a 10" and as big as a 17", it's proportionally shorter top tubes and taller

headtubes make finding a comfortable rider position a breeze. The tubing we select, which customizes the ride quality to the rider is perfect for

lighter riders who want to maximize ride quality, without sacrificing strength or stiffness. Our new custom Columbus stays help to

absorb rear wheel shocks.

The Special is also available with our new Disc brake dropouts.



planet cross 26" wheels

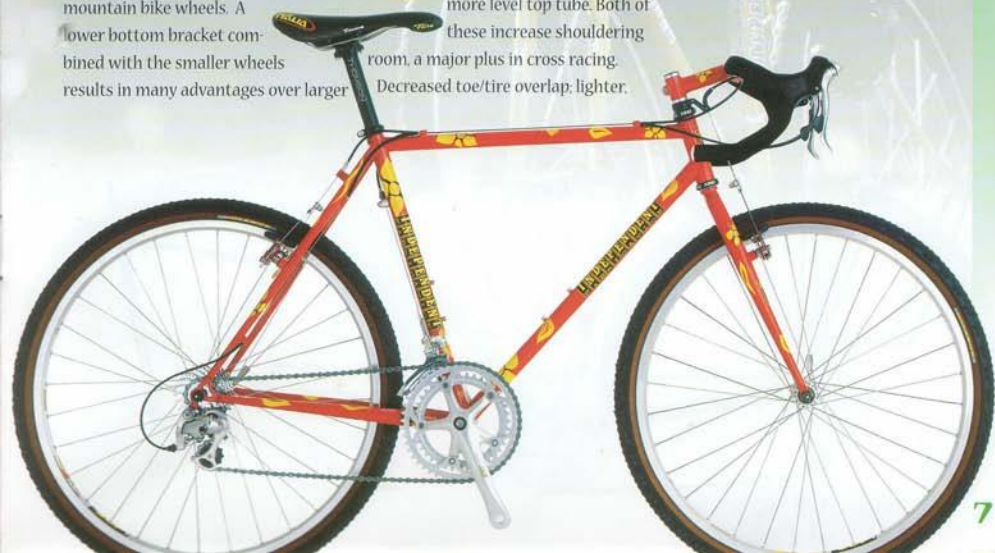


After three years of studying and talking with racers and riders, we decide to build our three smallest cross bikes with 26" mountain bike wheels. A lower bottom bracket combined with the smaller wheels results in many advantages over larger

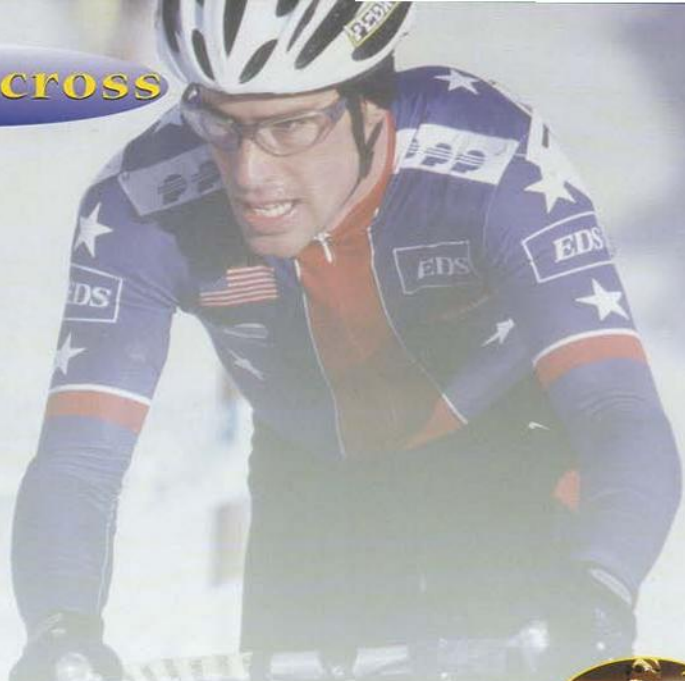


wheels. The smaller wheel enables us to build a frame with a taller head tube and more level top tube. Both of these increase shouldering room, a major plus in cross racing. Decreased toe/tire overlap, lighter,

stronger wheels; and an ever increasing selection of skinny 26" tires, make this bike perfect for racing.



planet cross



In January of 1999, somewhere in Slovakia, a young man named Tim

Johnson made history

by winning the first ever US medal at the

Cyclocross World Championships. Tim's bike? The

Planet Cross. With its blend of Reynolds 853 and Columbus tubing, the Planet Cross is a no nonsense bike

designed to level even the hardest of cross courses. Features like a tall headtube for shouldering room, bridgeless chainstays with clearance

for 43c tires, and a fully sealed tubeset

to keep out the elements, can help any rider to their own personal victory. Look for it under the rider in front of you.



independence



Someone would have to be crazy to ride a bike from South America to Alaska, but that is just what John Paul and Alycea Lamb Horth have done. They had already logged thousands of miles riding all over the world, so knew exactly what type of

bike they would need: The Independence. Designed for loaded touring in the remotest of areas, the oversized thicker walled Reynolds 853 makes for a super strong and lightweight frame. A low bottom bracket, long chainstays, and stable front end are enhanced by the full

array of water bottle mounts, fender, and rack mounts. Our custom touring fork completes the package. For a real world review and 'Independence' product test results, check out John-Paul and

Alycea's travels at www.ifbikes.com



single speeds



We have been building and riding them for years, we just haven't made a big deal out of it. This year we are making them available in a variety of forms, mountain, road, and even cyclocross. We start with our standard models, add cus-

tom machined paragon track dropouts, leave off the appropriate brazons, and what you are left with is one heck of a fun bike. Shown is a single speed Deluxe with S&S couplings and a new IF rigid fork. Custom Kandy Kobalt Blue paint covers the frame, fork, and salsa stem. For sizing, please refer to the

appropriate model on the specs page. Single speeds are available at no extra charge.



custom & specialty frames

INDEPENDENT

Custom Sizing

Over the years, we have designed custom frames for hundreds of our customers. If you or your dealer feel you are a candidate for a custom frame, then it's time to begin working on your personal 'Custom Fit Form' (also available on our webpage). From the simplest of modifications to the very complex, at IF we take a very holistic approach to the development of a custom frame.

Cycling is unlike most sports, because of the direct relationship between body and machine. Your fit on the bike can have drastic affect on your comfort and power. We factor in everything from your body measurements to your riding history. Specifics like the intended use of the bike, fit problems you have experienced, and injuries are all be taken into account.



The results of this process

will be a bike that is not just ridden by you, but an extension of yourself.

Please contact your local dealer or check out our custom fit form at www.ifbikes.com for more information.

Specialty Frames

In addition to our wide variety of stock frames, IF's custom department can create a variety of special purpose frames. Time trial, track, criterium, triathlon, fixed gear commuters, and a whole host of other frames are available. Call for more details or check out our website at www.ifbikes.com.

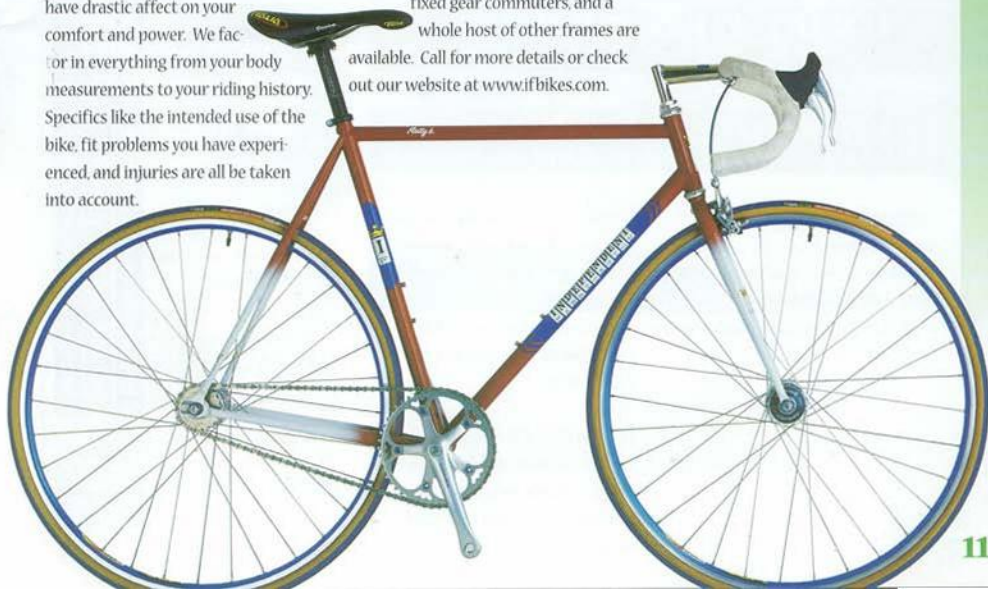
S&S Couplings

A frequent flyer's dream can come true. Beautifully machined Stainless steel couplings, created by S&S machine are installed by us during the manufacturing of a frame. These couplings allow

the frame to be separated

into two halves which can then be packed in a 26x26x10" case (available at an extra charge).

No more extra charges at the airport and no more wrestling with cumbersome hard cases. S&S couplings add only a few ounces to the finished frame.



frame options & stock colors



Options are what set an IF apart from the competition. Be it cable routing, brake setup or rear wheel spacing, each of our models has its own list of final specifications from which you, the customer, can choose.

Paint: We offer one of the largest selections of stock paint and other options on each of our frames. You can choose from our four stock fades or 12 special colors. All of our stock colors are shown above with their respective decals colors.

Frame Options: Indicated in the chart to the right, IF offers many no-charge options along with several custom options available for a small upcharge.

	Deluxe/Special	Crown Jewel	Planet X	Independence	Club Racer
Bottle Braze-Ons					
2	Std.	Std.	Std.	NCO	Std.
3	Opt.	Opt.	Opt.	Std.	Opt.
Brake Cable Routing					
Top of Top Tube	-	NCO	Std.	NCO	NCO
7 O'Clock Top Tube	-	NCO	-	NCO	NCO
Hydraulic	Opt.	-	-	-	-
Shifter Cable Routing					
Top Tube	NCO	-	Std.	-	-
Down Tube	NCO	NCO	-	NCO	NCO
Head Tube	-	NCO	-	NCO	NCO
Brake Mounts					
Cantilever	NCO	-	NCO	NCO	NCO
V-Brake	NCO	-	NCO	NCO	NCO
Caliper	-	Std.	-	-	-
Long Reach Caliper	-	-	-	Std.	-
Disc Brakes	Opt.	-	-	-	-
Rear Axle Spacing					
130mm	-	Std.	Std.	Std.	Std.
135mm	Std.	-	NCO	NCO	-
Fender Mounts					
Front	-	-	Opt.	Std.	Std.
Rear	Opt.	-	-	Std.	Std.
Rack Mounts with Eyelets					
Rear Triangle	Opt.	Opt.	Opt.	Std.	Std.
Low Rider	-	-	Opt.	Std.	Std.
Extra Fork Eyelets	Opt.	Opt.	Opt.	Std.	Std.
Extra Frame Eyelets	Opt.	Opt.	Opt.	Std.	Std.
Track Dropouts	Opt.	Opt.	Opt.	-	Opt.
Custom Sizing	Opt.	Opt.	Opt.	Opt.	Opt.
Paint					
Single Stock Color	NCO	NCO	NCO	NCO	NCO
(12 Available)	-	-	-	-	-
2-Color Stock Fade	NCO	NCO	NCO	NCO	NCO
(4 Available)	-	-	-	-	-
Custom Paint	Opt.	Opt.	Opt.	Opt.	Opt.

Std.-Standard
NCO-No Charge Option
Opt.-Optional at Extra Cost

custom paint

The single most asked question of the IF staff after, 'Where can I get one?', is, 'What color should I paint my bike?' Although that's a hard question to answer, we have assisted many of our customers with the often times difficult decision and in the process created some real works of art.

From basic one color custom paint to elaborate flame paint jobs and graphics, our in-house paint department is prepared to make your dream bike a reality. For more examples of custom paint options, please visit our website.



TOYOTA 24 HOURS OF CANAAN sponsorship & events

TEAM RELAY



From Somerville to Santa Cruz, IF's grass root racing program helps developing riders meet or exceed their potential. Expert and professional, men and women all share in a team atmosphere based on mutual respect, caring, and the best available equipment. Teamed with sponsors like Rock Shox, Mavic, Chris King, Tioga, Vetta, Lake, Verge, and more, our riders have spread the IF name at events across the country. More important than the time spent on a race course is the time off the race course. Instead of viewing racing as



an end, we tend to view racing as a means to an end. We have found cyclists to be some of the most highly motivated individuals and we are employing that energy to reach beyond the race course. As a requirement, all grass roots racers must dedicate time to trail maintenance or ride in a local charity ride. And IF's involvement doesn't end there.

As a company, IF has been involved in its local community since our earliest days. For the past three years, we have sent volunteers to work as mechanical

support at the Multiple Sclerosis Ride from Boston to Provincetown. For the past two years, we have generously donated custom frames for their silent auction. We have donated complete bikes to The New England Mountain Bike Association and Adventure Cyclist Organization. Countless hours have been spent volunteering at local fund raisers for Bikes Not Bombs and the Somerville Youth Organization, all in the name of giving back to the community we live in and the causes we believe in.

For more information and updates on IF's racing program and event sponsorship, check out our web site.

The people at IF have as many personalities as we have stock colors. If not more. Even though our feelings about bicycles unify us as a group, beyond that we are a surprisingly diverse group. Not surprisingly, we are all types from 'wall flowers' to 'the life of the party'. From the original core group, we have grown to a group of 12, in our first four years. Although it may seem hard to believe that such a small group could make such a big bang, credit is due to the individuals, the group as a whole, and the design and quality of the products we sell, all of which made it happen.



Lloyd (Cancer) is a bike racer. Since he was a young lad, he has been fascinated and involved with bicycles. He has been racing and riding seriously longer than anyone else in the company, which adds an immeasurable amount of knowledge to our design team.



Mike F. (Libra) has also been a cyclist for as long as he can remember. Most of his life has been focused on finding a way to get back on the road. He'd rather be riding away from the city on a tour with everything he needs to get by on his bike than just about anything else. Needless to say, starting a new company has kept him too busy to do that for quite a while, but we're working on it.



Steve (Cancer) is more than just a sales/marketing/PR guy who seems to wear his IF cap 24/7. In his free time (if there is such a thing), he races - finishing the Leadville 100 twice on a tandem, hosts a mean barbecue, and tears up cross courses on his single speed. He even volunteered to wrench for the U.S. National team at cyclocross worlds.



Jane (Libra/Virgo) is among the more individual characters at IF. Besides offering the only woman's perspective among the IF staff, Jane is a professional sax player, and performs weekly year 'round. Jane is also a mountain bike racer, and trains on a daily basis. In fact she actually moved out of Boston, just to have a longer commute.



Jeff (Capricorn) is the beverage guy at IF. Every morning he arrives with a drink in one right hand and the handlebar to his fixed gear in the other. On his schedule, if it's not a good time for an iced coffee, it must be time for a cold beer. He helps us enforce the 'don't bother stopping by without beer' rule for visitors.



John (Scorpio) is the fearless leader at IF. He has done many things in life before he came to IF, including racing motorcycles, helping employees buy out their companies to avoid closure, and ocean sailing some pretty nice boats. John helps us to steer a course consistent with our values and good business practice in spite of his Harvard MBA.



Dave, known to locals as Cave Dave, is a unique individual. Dave has his own style of politics, conversation, and dress at special occasions. He also rides one of the more unique bikes at IF, a lime green fixed gear that he made after going to school at the United Bicycle Institute. Don't be deceived by his nick name, though, he is an advanced guy.



Jamie studied astronomy to prepare for his career at IF. Or maybe that was preparation for bike courting downtown, which he also did before joining forces with IF. Either way, that he did get here is what really matters. Besides being the only currently married individual at IF, Jamie enjoys complete reign over the finishing department.



Tyler (Pisces) also has a background in art as a sculptor. We were lucky, because he had already welded hundreds of frames at Merlin before he started at IF. He also uses his creative and design skills in our R&D department. He also instituted the Thursday weekly shop mountain bike ride, on which many new products are bashed and smashed in the name of progress.



Mike C. (Virgo) although he's not officially the new guy anymore, Mike has the distinction of being the youngest IFer, and along that line, also has the biggest toy collection. To balance that out, Mike has also seen real live guts and gore during his time as an emergency medic in the Army, so it's no wonder why he lives in a fantasy world, except when he's working on bikes of course.

Wayne is the new guy at IF. We have heard that he puts in a bunch of saddle time as a result of a few motor vehicle violations. We will let you know when he gets his license again so you can protect the elderly and the kids.

clothing

If you can't ride one, then you can at least wear it. If you do ride one then you should wear it. Keep your self smiling on those rainy days with our infamous Tricycle T or fight back those office blues with a pair of our new Race Puppy socks. From pint glasses to stickers, socks to hats, IF has got you covered from head to toe. Available directly from our totally secure web site or at an IF dealer near you.



Team Clothing

Be part of the team, or just look like it. Team Green, as we're sometimes known, will set you apart from all the yellow and red jerseys at the race. The Verge Jerseys also show you who our other sponsors are, while our other team clothing features only our logo, for a lower profile.

Short Sleeve Jersey

Green w/ yellow, black and white
\$59

Bib Shorts

Black w/ yellow lettering
\$59

Socks

Green w/ black and yellow lettering
\$12

Wind Jacket

Green w/ yellow, black and white
\$79





T-Shirts

All our shirts are thick 100% cotton for your comfort, and cost \$15

Original

Black w/ white ink
Gray w/ white and blue ink

Trike

Moss w/ black and white ink
Light Blue w/ black and white ink



Socks

Made by DeFeet in their famous Aireator style.
\$12

Original

Green w/ black and yellow crown logo

Race Puppy

Tan w/ brown and black puppy logo



Pint Glass

Holds your favorite beverage hot or cold.
\$5

Water Bottles

Holds your favorite beverage on your bike while you ride.

21 oz. \$4 28 oz. \$5



Baseball Cap

Green, red, blue
\$12





Since 1997, we have been manufacturing our own rigid forks right here at the factory. That way we can control the quality of our products, rather than waiting for it to arrive on another manufacturer's schedule. We also have the flexibility to make several offsets, another word for rakes, for each of our stock models, which caters better to the needs of riders who are taller or shorter than average. And since we make it right here, we can make forks to a variety of specs that are not offered by most other fork companies. Call us with your custom requests.

Road

Most people wonder why we chose a straight bladed fork for our road bikes. When you first look at it, you think it will be stiff and uncomfortable, but it is far from that. Resulting from a high tech butted, tapered fork blade, the ride quality is excellent. And since we have been making them, we have yet to have a customer complain that it's too stiff. Depending on the length of the fork blade your current bike was designed around, our Crown Jewel fork makes a great upgrade.

Steers:

1" threaded or unthreaded
1 1/8" unthreaded
Offsets: 40mm - 50mm
Wheel Sizes: 700c and 650
\$249

Cross

This fork has already proved its worth in competition, the highlight being two podium appearances at the last cyclocross world championships in Slovakia. And although we can't promise you will do the same, the best cross fork you can buy should help.

Steers:

1" threaded or unthreaded
1 1/8" unthreaded
Offsets: 40mm - 50mm
Wheel Sizes: 700c and 26"
\$249

Mountain

Since we've had so many requests for a rigid mountain fork that works with today's suspension height adjusted frames, we had to design a fork that answered their call. New for 2000 is the IF no travel fork for mountain bikes. Designed to work on frames that came with a 63mm travel fork, try our fork in the off season, or when it's time for the much needed overhaul on your expensive suspension fork.

Steers:

1" threaded or unthreaded
1 1/8" unthreaded
Offsets: 41mm
Wheel Size: 26"
\$249

**NEW
FOR
2000!**

micro kits

headsets
shocks
seatposts
stems



Are your parts okay, but your frame is toast? Maybe you want a whole new bike, but your budget says otherwise. Well, no problem with IF's micro kits. You can add a fork, headset, Seatpost or salsa stem (Painted to match). Add them separately or add them all, we have selected components from only the best manufacturers in the bike industry.

Chris King Headsets:

The only headset you will ever see on any of our bikes. King headsets have set the standard by which all other headsets are measured. Light weight, tough, and fully sealed, they come with a lifetime warranty.

Available in 1" threaded or threadless or 1-1/8" threadless in Black.

Suspension Forks:

RockShox SID Race
RockShox SID SL
RockShox SID XC
Marzocchi Z1 QR20

Seatposts:

It's important to have a seatpost that is made with the same exacting quality as the frame it goes in. Although there are many 26.8mm and 29.4mm posts out there, they won't all pass the tolerance test we ream our seat tubes to. We have selected two brands that we can get behind, and that we feel are of comparable quality to our frames.

Thompson (rigid)

Diameters: 26.8mm and 29.4mm
\$79

RockShox (suspension post)

Diameter: 27.2mm (requires shims)
\$99

Stems:

With all the black and chrome stems you see around you, wouldn't it be nice to have a stem painted to match your frame instead of matching your frame to the color of your components? We offer Salsa chromoly stems painted however you want for about the same price as the better stems available on the market. As long as it's threadless, we can paint it right along with your frame.

For road (drop) bars:

Lengths (in mm): 70, 80, 90, 100, 110, 120, 130

Angles: 90 and 75 degrees

\$99

For mountain (flat) bars:

Lengths (in mm): 100, 120, 135, 150

Angle: 90 and 100 degrees

\$99

full bike kits

Need a complete bike? You can order your IF as a frameset, or as a whole bike. At IF, we offer bike kits which include everything you need except pedals, with components from the best names in cycling. Order a bike with a kit, and you can forget about the compatibility issues that inevitably arise when changing over parts, and you can be sure that your IF is living up to its full potential.

Road Kits

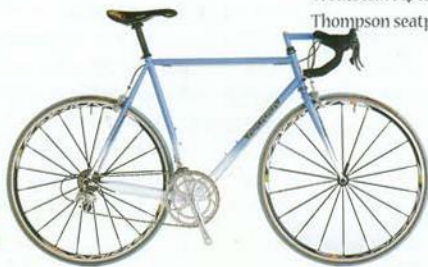
Shimano Dura-Ace
Shimano Ultegra (double or triple)
Shimano 105 (double or triple)
Campagnolo Record
Campagnolo Chorus
Campagnolo Veloce
Campagnolo Racing Triple

All road kits include one of the above component groups, 3TTT Forma SL bars, 3TTT Status or Salsa stem (painted to match at extra charge), Selle Italia Flite saddle, Cinelli cork tape, Wheelsmith-built wheels with Mavic rims & 14/15 spokes with alloy nipples, Vredestein Fortezza folding tires and a Thompson seatpost.

Mountain Bike Kits

Shimano XTR
Shimano XT
Shimano LX

All mountain bike kits include Kore Elite handlebars, Kore Elite or Salsa stem (painted to match at an extra charge), King threadless headset, Wheelsmith-built wheels with Mavic rims & 14/15 spokes with alloy nipples, and IRC Mythos or Hutchinson Python tires.



Frame sizes are measured from the center of the bottom bracket shell to the center of the top tube/seat tube junction.
All standover heights are measured from the top of the top tube to the floor at a point 8" forward of the top tube/seat tube junction.

Crown Jewel Road Frame Specifications

SIZE	STANDOVER	TUBE	HEAD	SEAT	FORK	AXLE	HEAD	WHEEL	TRAIL
	HEIGHT	LENGTH	ANGLE	ANGLE	OFFSET	DROP	LENGTH	BASE	
44cm	69.7cm	49.6cm	71.5°	73.0°	45mm	48mm	74.0mm	94.8cm	56.9mm
46cm	71.6cm	49.6cm	71.5°	73.0°	45mm	48mm	94.0mm	95.3cm	56.9mm
48cm	73.5cm	50.0cm	71.5°	73.0°	45mm	48mm	114.2mm	95.9cm	56.9mm

NOTE: Frame sizes 44-48 use 850c wheels; frame sizes 48cm & above use 700c wheels.

48cm	75.5cm	51.0cm	72.0°	73.0°	50mm	73mm	66.0mm	95.8cm	56.9mm
50 Short	75.8cm	52.0cm	72.0°	73.0°	50mm	70mm	86.3cm	97.0cm	56.9mm
50cm	75.8cm	53.0cm	72.0°	73.0°	50mm	70mm	86.3cm	98.0cm	56.9mm
52cm	77.7cm	54.0cm	72.0°	73.0°	50mm	70mm	106.4mm	99.0cm	56.9mm
53cm	78.7cm	54.5cm	72.0°	73.0°	50mm	70mm	116.5mm	99.5cm	56.9mm
54cm	79.6cm	55.0cm	73.0°	73.0°	45mm	70mm	120.4mm	98.6cm	56.0mm
55cm	80.5cm	56.0cm	73.0°	73.0°	45mm	70mm	130.4mm	99.6cm	56.0mm
56cm	81.4cm	57.0cm	73.0°	72.5°	45mm	70mm	138.9mm	100.1cm	56.0mm
57cm	82.5cm	58.0cm	73.5°	72.5°	43mm	70mm	147.9mm	100.4cm	55.0mm
58cm	83.5cm	59.0cm	73.5°	72.5°	43mm	70mm	157.8mm	101.8cm	55.0mm
59cm	85.7cm	60.0cm	74.0°	72.0°	40mm	67mm	177.7mm	101.2cm	55.0mm
61cm	87.6cm	61.0cm	74.0°	72.0°	40mm	67mm	197.5mm	101.1cm	55.0mm

Bottom Bracket Height: variable**
Chainstay Length: 41.5cm
Bottom Bracket Width: 68mm
Frame Weight (56cm): 3.57 lbs.

Front Derailleur: 1.125" clamp-on
Seatpost Size: 26.8mm
Rear Axle Spacing: 130mm
Fork Weight: 1.25 lbs+ (depends on frame size)

Andover Touring Frame Specifications

SIZE	STANDOVER	TUBE	HEAD	SEAT	FORK	AXLE	HEAD	WHEEL	TRAIL
	HEIGHT	LENGTH	ANGLE	ANGLE	OFFSET	DROP	LENGTH	BASE	
37cm	66.0cm	50.5cm	71.0°	73.0°	45mm	60mm	90.0mm	97.7cm	50.0mm
39cm	67.4cm	51.0cm	71.0°	73.0°	45mm	60mm	90.0mm	98.2cm	51.0mm
41cm	68.7cm	51.5cm	71.0°	73.0°	45mm	60mm	90.0mm	98.7cm	51.5mm

NOTE: Frame sizes 37-40cm use 26" mountain bike wheels; frame sizes 43cm & above use 700c wheels.

43cm	70.0cm	53.0cm	71.0°	73.5°	52mm	80mm	70.0mm	102.0cm	62.4mm
45cm	72.3cm	53.5cm	71.0°	73.5°	52mm	80mm	85.0mm	103.0cm	62.4mm
47cm	74.0cm	54.0cm	71.0°	73.5°	52mm	80mm	95.0mm	103.0cm	62.4mm
48cm	75.5cm	54.5cm	71.0°	73.5°	52mm	80mm	105.0mm	104.4cm	62.4mm
51cm	77.3cm	55.0cm	71.0°	73.0°	55mm	80mm	115.0mm	105.0cm	62.4mm
53cm	79.0cm	55.5cm	71.0°	73.0°	55mm	80mm	130.0mm	104.8cm	62.4mm
55cm	80.8cm	56.0cm	71.0°	73.0°	52mm	80mm	145.0mm	105.3cm	62.4mm
57cm	82.5cm	57.0cm	71.5°	72.5°	49mm	80mm	160.0mm	105.0cm	62.4mm
59cm	84.4cm	59.0cm	71.5°	72.5°	49mm	80mm	180.0mm	107.1cm	62.4mm
62cm	86.8cm	60.0cm	71.5°	72.5°	49mm	80mm	184.0mm	108.1cm	62.4mm

Bottom Bracket Height: variable**
Chainstay Length: 45.0cm (43cm for 37, 39 & 41cm frames)
Seatpost Size: 26.8mm
Rear Axle Spacing: 135mm (130mm optional)
Fork Weight: 1.25 lbs+ (depends on frame size)

Planet Cyclocross Frame Specifications

SIZE	STANDOVER	TUBE	HEAD	SEAT	FORK	AXLE	HEAD	WHEEL	TRAIL
	HEIGHT	LENGTH	ANGLE	ANGLE	OFFSET	DROP	LENGTH	BASE	
44cm	71.2cm	50.0cm	71.0°	72.0°	45mm	45mm	71.3mm	96.3cm	64.7mm
46cm	73.1cm	51.0cm	71.0°	72.0°	45mm	45mm	92.2mm	97.8cm	64.7mm
48cm	75.0cm	53.0cm	71.0°	72.0°	45mm	45mm	113.1mm	99.4cm	64.7mm

NOTE: Frame sizes 44-48cm use 26" mountain bike wheels; frame sizes 50cm & above use 700c wheels.

50cm	78.1cm	54.5cm	71.5°	72.0°	48mm	57mm	111.0mm	101.4cm	63.8mm
52cm	78.5cm	55.5cm	71.5°	72.0°	48mm	57mm	128.4mm	101.4cm	63.8mm
54cm	81.7cm	57.5cm	71.5°	72.0°	48mm	57mm	150.0mm	103.5cm	63.8mm
56cm	83.5cm	59.5cm	72.0°	72.0°	45mm	57mm	167.0mm	104.8cm	63.5mm
58cm	85.9cm	60.5cm	72.0°	72.0°	45mm	57mm	193.0mm	105.6cm	63.5mm

Bottom Bracket Height: variable**
Chainstay Length: 42.5cm
Bottom Bracket Width: 68mm
Frame Weight (56cm): 3.85 lbs.

Front Derailleur: 1.125" clamp-on
Seatpost Size: 26.8mm
Rear Axle Spacing: 130mm (135mm optional)
Fork Weight: 1.25 lbs+ (depends on frame size)

* Top tube length is measured from the center of the top tube/head tube junction to the center of the seat tube, parallel to the ground. Due to sloping top tubes, the physical length will often be different from the horizontal length given. The horizontal length is used to determine correct sizing.
** Call or check website (www.tbikes.com) for complete specifications.

frame specs

Club Racer Sport Touring Frame Specifications

SIZE	STANDOVER	TUBE	HEAD	SEAT	FORK	AXLE	HEAD	WHEEL	TRAIL
	HEIGHT	LENGTH	ANGLE	ANGLE	OFFSET	DROP	LENGTH	BASE	
46cm	72.1cm	49.5cm	71.5°	73.0°	45mm	50mm	80.0mm	96.8cm	59.0mm
48cm	74.0cm	51.0cm	71.5°	73.0°	45mm	50mm	81.8mm	97.7cm	59.0mm

NOTE: Frame sizes 46 & 48cm use 26" mountain bike wheels.

50cm	75.7cm	53.0cm	72.0°	73.0°	50mm	73mm	85.0mm	98.9cm	56.9mm
52cm	77.4cm	54.0cm	72.0°	73.0°	50mm	73mm	97.2mm	99.9cm	56.9mm
53cm	78.4cm	54.5cm	72.0°	73.0°	50mm	73mm	107.2mm	100.4cm	56.9mm
54cm	79.3cm	55.0cm	73.0°	73.0°	45mm	73mm	111.3mm	99.5cm	56.0mm
55cm	80.3cm	56.0cm	73.0°	73.0°	45mm	73mm	121.3mm	100.5cm	56.0mm
56cm	81.3cm	57.0cm	73.0°	72.5°	45mm	73mm	129.8mm	101.0cm	56.0mm
57cm	82.1cm	58.0cm	73.5°	72.5°	43mm	73mm	138.7mm	101.3cm	55.0mm
58cm	83.2cm	59.0cm	73.5°	72.5°	43mm	73mm	148.4mm	102.2cm	55.0mm
60cm	84.7cm	60.0cm	74.0°	72.0°	40mm	75mm	161.7mm	101.8cm	55.0mm
62cm	86.8cm	61.0cm	74.0°	72.0°	40mm	75mm	183.2mm	102.8cm	55.0mm

Bottom Bracket Height: variable**
Chainstay Length: 45.0cm
Bottom Bracket Width: 68mm
Frame Weight (53cm): 3.8 lbs.

Front Derailleur: 1.125" clamp-on
Seatpost Size: 26.8mm (62cm frame uses 29.4mm)
Rear Axle Spacing: 135mm
Fork Weight: 1.25 lbs+ (depends on frame size)

Mountain Bike Frame Specifications

SIZE	STANDOVER	EFFECTIVE	HEAD	HEAD	SEAT
(Cm-Cr)	HEIGHT	TOP TUBE	LENGTH	ANGLE	TUBE
14"	77.5"	22.0"	90mm	71.0°	72.0°
15"	78.2"	22.8"	90mm	71.0°	72.0°
17"	79.3"	23.0"	90mm	71.0°	72.0°
18"	80.2"	23.3"	107mm	71.0°	72.0°
19"	81.1"	23.6"	123mm	71.0°	72.0°
20.5"	81.5"	24.0"	156mm	71.0°	72.0°

Bottom Bracket Height: 12"
Chainstay Length: 16.75"
Bottom Bracket Width: 68mm
Headset Diameter: 1.125"

Front Derailleur: 1.25" clamp-on
Seatpost Size: 29.4mm
Trail: 70.6mm

SPECIAL Mountain Bike Frame Specifications

SIZE	STANDOVER	EFFECTIVE	HEAD	HEAD	SEAT
(Cm-Cr)	HEIGHT	TOP TUBE	LENGTH	ANGLE	TUBE
10"	24.2"	20.5"	80mm	71.0°	72.0°
12"	25.8"	21.5"	90mm	71.0°	72.0°
14"	27.5"	21.6"	90mm	71.0°	72.0°
15"	28.2"	22.3"	90mm	71.0°	72.0°
17"	29.4"	22.6"	107mm	71.0°	72.0°

Bottom Bracket Height: 12"
Chainstay Length: 16.75"
Bottom Bracket Width: 68mm
Headset Diameter: 1.125"

Front Derailleur: 1.25" clamp-on
Seatpost Size: 29.4mm
Trail: 70.6mm

* Top tube length is measured from the center of the top tube/head tube junction to the center of the seat tube, parallel to the ground. Due to sloping top tubes, the physical length will be longer than the horizontal length given. The horizontal length is used to determine correct sizing.
** Call or check website (www.tbikes.com) for complete specifications.

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