

**i**ndependent **f**abrication **1999**

**A ride is born.**



"Does the thought of buying from a forward-thinking, community-minded, employee-owned company appeal? Then the Independent's for you."

-Mountain Bike World (UK),  
September 1997

"Independent has built a reputation for a family environment that encourages pride and efficiency."

-Mountain Biker, June 1997

"The way that a small framebuilder like IF is going to persevere is to give supreme customer service, which it does..."

-Mountain Bike, May 1998

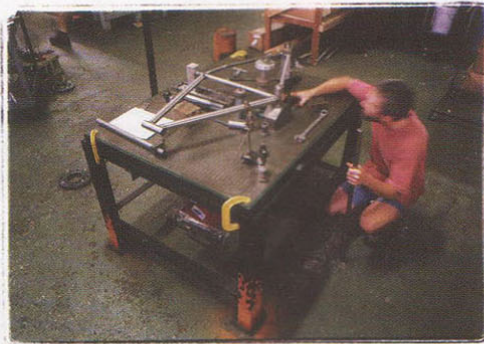


As we at Independent Fabrication enter into our fourth year as a company, we thought it would be nice to take a moment and thank all the people who have helped us get to where we are. First and foremost are the customers who have bought our frames. After all without you, we wouldn't have made it through the first day. Some of you have even gone so far as to purchase multiple IF frames (thanks Mom). Regardless of how many you've bought or will buy, we thank you for believing in us and our dream.

We want to thank the dealers and their employees who have taken the time to display our bikes, ride our bikes, sell our bikes, and let the world know we exist. Big or small, near or far, we wouldn't have gotten as far as we have without your help. You have shared with us your combined experiences and we are the wiser for it.

We want to thank our colleagues in the industry. You have been among our strongest supporters and most loyal customers. You have helped to create the groundswell we are experiencing today. We want to thank our suppliers, who've gone way beyond the call of duty to keep the flow of product going. You've helped us through the lean months and the early days and we haven't forgotten that.

We want to thank our families for putting up with the long hours, seven day work weeks, and the turmoil you've endured while we've grown. Without you, none of this would have been possible or worth it. We want to thank our racers, who religiously spread the gospel of IF every weekend to anyone who takes a minute to listen. And we want to thank our team sponsors who've helped those racers along. We want to thank the editors of all the industry magazines who have reviewed our bikes and given us a fair shake in an otherwise hostile world. You introduced IF to the world and then let us stand on our own.



And lastly, we want to thank each other. All of the employees of IF have found a way to make it work. Perhaps it's the employee ownership that drives us. Perhaps it's the desire to maintain the connection between frame builder and rider. Regardless, we are living the dream and looking forward to the years ahead.

So for all of you who have been there, and all of you who will be there, read on and see what you've helped create. We think it's the best yet.



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## why buy an if?

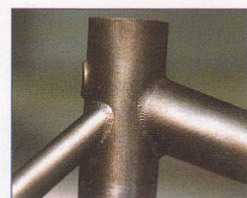
Let's face facts. You really aren't buying an IF, so much as investing in one. This is a big step. For a lot of you, an IF might be your first handcrafted bike. For others, it might be your last and final handcrafted bike. And for the rest of you? You just love bikes, and buying this one will be just as much fun as the last one or the next one. Regardless of your reasons for buying, we want to make sure that you get something for every cent you spend.

Let's start with the basics. We offer a **huge selection of stock sizes**: 11 mountain, 15 road, 8 cyclocross, and 13 touring sizes. And that's just stock! All these stock sizes mean you're more apt to find a frame that fits you perfectly, without the added cost of custom geometry. Each of these frames gets its very own **size specific tubing**: a perfect match of diameters and butting to give all our frames the same smooth, refined ride. Speaking of tubing, we use **Reynolds 853** for the main frame and a custom mix of Reynolds and True temper for the rest. Why? Reynolds 853 was designed for TIG welding. It gets stronger (not weaker like most steel) after welding. This keeps our frames super light and super strong. For added strength, we **reinforce the seat tube slot and gusset the downtube**.

We want your IF to last forever. That's why we **seal up the tubes** so moisture can't get in to cause rust. The only tube we can't seal is the seat tube, so we treat it with **J.P. Weigle's Frame Saver**. We use **threaded brake mounts with replaceable posts**, which can get you back on the road or trail fast no matter where you are. Our **dropouts are machined and heat treated**, making them light and strong. Even our **bottom bracket shells are machined and relieved** on the inside, keeping the strength high and the weight low.

Of course, all these things added up can't really make a bike feel like it's yours. So we offer all our customers a **huge variety of ways to personalize** their bikes. Choose top tube or downtube cable routing on mountain bikes, and cantilever or V-brake setups on the mountain, cross, and touring bikes. Brake cable routing on road bikes? It's your choice and there's no extra charge. Want more? Well, we offer three stock fades and two single colors (all pictured on the featured bikes in the catalogue). You can also pick any single color from our fades or change the direction of a fade from front to back or top to bottom – again, at no charge. Want even more? Well you might have to pay a bit, but you can add fender eyelets, rack mounts, extra water bottle cage mounts, custom paint, hydraulic brake cable routing, and the list goes on.

So, as you can see, investing in an IF is more like investing in yourself. Go ahead. You deserve it, and it's okay to let everyone know.





# if and racing

At one time or another, most of us at IF have strapped a numbered plate onto our bikes or ourselves and tried as hard as we could to cross the finish line – hopefully in a respectable amount of time, and at least before they took the finish line down. Be it road, cross, or mountain, 24-hour events or something as crazy as the Leadville 100, you can rest assured that IF has been there. You say you haven't seen us? Well, you need to know what to look for.

You probably won't see a 50 foot trailer with a huge IF painted on the side, but it would be nice. And you probably won't see some six-figure superstar sitting under our tent, unless of course they are visiting (which they often are). If you're looking for IF, you need to search in the trenches. Wander through the feed zone and look for the guy brandishing a water pistol in one hand and two water bottles in the other, running backwards next to a racer, shouting encouragement. The guy is Steve, our team manager and an owner at IF. That racer could be any one of 50 or more grass roots riders that IF sponsors.

Since we started in 1995, IF has sought to help as many developing racers as possible. We've sponsored men, women, Experts, Juniors, Semi-pros, and pros. We've sponsored road racers, mountain bikers, cross racers, college teams, and even a single speed team. We're realistic about what we can afford to do, but the additional support of companies like Rock Shox, Syncros, Chris King, Reynolds, SRAM, Arnette, Tioga, Vetta, Mavic, Atomic, Verge, Redbones BBQ (a local favorite) and a host of others has enabled us to increase our grass roots race support over the years. Along the way, we've managed to even sponsor two national champions. Hopefully, if we are doing our job, in the next few years you'll see more pros and more national champions wearing IF clothing. Not because we paid them to, but because we helped them grow and develop.

We gave them a chance to belong to a program where we actually know their name, hand them bottles, fix their bikes, and pat them on the back when things don't go so well. Sometimes that's all a racer needs.



Crown  Jewel



Elegant Simplicity. It's something we all strive for; but as we know, it's rarely ever achieved. But hey, at least with the Crown Jewel, you can ride a bike with it.

Looking at the numbers, there's nothing too shocking about the Crown Jewel. It has a nice long top tube for comfort on those mega mile days (short top tube options are available, and remember there's always custom), and it's stable enough to deliver confidence in the midst of a Cat. 4 crit. The Crown Jewel is available in no less than 15 stock sizes, from 44 cm to 62 cm, each with its own set of tubes and angles, and most importantly its own fork. Unlike most bike companies, we at IF design our frames and forks to work together. By matching a specific fork "offset" to the frame headtube angle, we have complete control over how each size of the Crown Jewel handles.

While difficult to explain with numbers or catalogue copy, this can all be explained by one ride on the open road, where the Crown Jewel becomes much more than a convergence of frame tubes. It's one of those rarest of bicycles that escapes the earthly boundaries to become a simple extension of yourself.

**"I really can't say enough about the new Independent Crown Jewel I'm riding. It has to be one of the best riding bikes I've ever been on... I'll tell you I didn't know what to expect when I asked to get the painter's choice, however all I can say is Wow!"**

**-Patrick G., Colorado  
(Crown Jewel)**





# PLANET

Most of us own two or three bicycles. Three is a nice number, it rolls easily off the tongue, and it seems a reasonable number to associate with the possession of bicycles. But if tough fiscal times ever force you to liquidate your pedal driven assets and head for the hills, the Planet Cross is the one bike you'd want to take along.

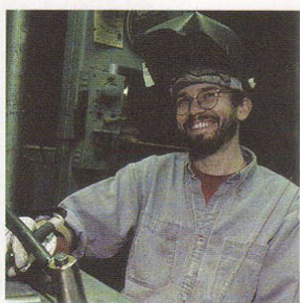
The Planet Cross is a true chameleon, the best cure for the one bike blues. Dress it up in a set of skinny tires and hit the road. Pump up a pair of fat knobbies and blast some trails. Or order up a host of rack eyelets and go the distance. And yeah, its okay if you just want to ride cyclocross on it. After all, it was designed for the rigors of cross.

With lots of purpose-built features like a tall head tube for plenty of shouldering room, and bridgeless chainstays for gobs of tire clearance, the Planet Cross erases barriers with dignity and grace. And yes, its the ride of choice for both national and regional champions, as well as a lot of hopefuls.

**"It could be one of the most shock absorbent frames on the market... And, as smooth as it is, it's still snappy enough to love a good sprint."**

**-Bike Magazine, Feb. 1998**





deluxe

The first bike we ever made was the Deluxe, way back in 1995. It was the culmination of several people's vision as to what a mountain bike should be: a bike that would not be defined by the terrain it was ridden on (east coast or west coast), but more by the rider who rode the bike. Fast and nimble to some, slow and stable to others. A no-nonsense steel hardtail designed to roll with the terrain, find balance with the trail, and deliver to its rider peace of mind.

Built from Reynolds 853, an air-hardening steel alloy, the Deluxe is lighter and stronger than it has ever been. We've redesigned the dropouts to make them lighter and cleaner looking, but we've also added heat treating to make them stronger. Each Deluxe benefits from size specific tubing, strategic gusseting, and a fully sealed tubeset, so it'll be around for a long time. Add your choice of top tube or downtube cable routing, set it up for either v-brakes or cantilevers, pick from a wide variety of stock colors, and your Deluxe is ready to hit the trails.

Its first review in the November of 1995 *Mountain Bike* magazine had it listed under "Hardtail Heaven." We still think that title stands today. Do yourself a favor: ride one.

"Yee Haw!!! Nirvana, total bliss. I've never known what it's like to ride in the 'center' of a bike before. Oh, and that sweet steel ride'... stiff where I need it with just the right give. As family life is in the future for me, I've been saying that this will probably be my 'last' bike for a long while...guess I made a good pick."

-Jeff V., Honolulu, HI  
(Custom Deluxe)







# SPECIAL

Late in 1995, we created our second model. Never being content with offering the world a "close enough" fit, we took it upon ourselves to design a frame specifically for women. With the input from several women we know, some who race, some who ride a lot, others who dabble on the weekends, and one or two who help run IF, we introduced the Special. It melded the fine ride and features of the Deluxe with a geometry designed by and for women. Today, thanks to the continued feedback of women who ride the Special, it is better than ever.

The Special is offered in a wide run of frame sizes: five to be exact, from 10" to 17," fitting women 4' 10" to 5'11" and everywhere in-between. It uses size specific Reynolds 853 tubing in each frame, heat treated dropouts, a sealed tubeset and intelligently designed gussets for strength, longevity and a sweet ride. We designed the top tube and headtube lengths to account for shorter torsos and a more upright position – all because that's what women told us they wanted. And like the Deluxe, the Special is available with your choice of top tube or down tube cable routing, v-brake or cantilever brake set-up, and our notorious wide variety of stock colors.

**"More beautiful than I can believe. That's what I think of my new bike... I can think of little else... Better than having a new lover."**

-Lisa B., Colorado  
(15" Special)





# independence

If you're looking for the bike that best embodies the IF spirit, here it is. All the Independence asks is that you go your own way, at your own speed, when you want.

If only the rest of your life was so simple, eh?

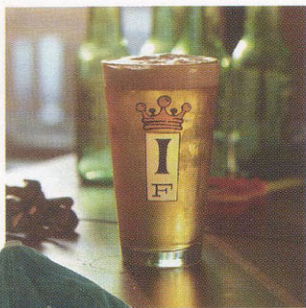
What you ask of your Independence is, of course, up to you, but whatever it is, she's ready to deliver. This frame is designed for fully loaded touring, with three bottle mounts, tons of tire clearance, room for fenders, a pump peg, and all the rack mounts you could ask for (and if you ask for more than that, they'll put 'em on there).

If the complexities of life are dragging you down, hop on your bike and hit the road. Living life on your bike will bring you back to basics: Eating, sleeping, riding. Touring by bicycle is a sure-fire way to redevelop your appreciation for the world around you. Which, no matter how bad it gets, is a beautiful thing.

**"Workmanship good enough to excite the sphinx... within minutes of swinging a leg over it, I completely forgot that I was on a bike I'd never ridden before... It doesn't feel nervous or twitchy, nor does it feel sluggish."**

-Adventure Cyclist, Aug. 1998



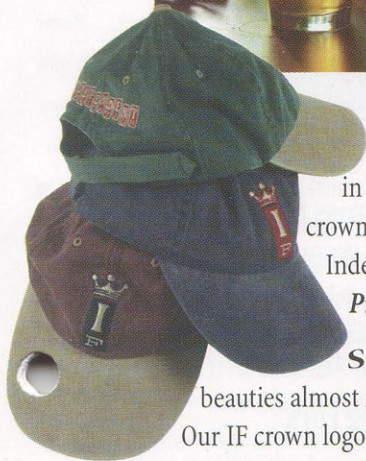


## if stuff

**Hats** Protecting your head is as important off the bike as it is on.

While they're not SNELL approved, our 100% brushed cotton fully adjustable lids do a great job keeping you cool in the heat and warm in the cold. They feature an embroidered IF crown logo on the front and the full Independent logo on the back. Colors: Many.

**Price: \$15**



**Socks** Made by DeFeet, these Cordura reinforced

beauties almost make it a crime to wear shoes (though we highly recommend them). Our IF crown logo is featured on both sides of the cuff and our full Independent logo graces the bottom. Sizes: S, M, L, XL. Colors: Vary during the year. **Price: \$12**

**Team Garb** T-shirts and cutoffs make for great cycling clothes (we were them a lot) when you're just riding to the Quickie Mart, but can be mighty uncomfortable on a Saturday single track session or six-hour century. So we offer our official team jersey and bib shorts. The jersey features a hidden zipper, three pockets in the rear and is made from Coolmax, which will keep you cool in the summer and dry in the winter. Our bib shorts use a four-way stretch fabric, antibacterial chamois and eight panel construction. Jersey Sizes: 2, 3, 4, 5, 7 **Price: \$59**  
Bib Shorts: 2, 3, 4, 5, 7 **Price: \$59**

**Pint Glasses** To say that drinking and cycling go together is an understatement. Be it water, coffee, carbo-drinks or a favorite micro-brew, cyclists are always drinking. Clear so you can see what you're drinking, our pint glasses feature a three color version of our head badge logo. Hot or cold, you'll enjoy these glasses year round. Buy a whole set and impress your friends. **Price: \$5**



**T-shirts** Sizes; S, M, L, XL, XXL **Price: \$15**

Never content with our wardrobe, we're always coming up with new designs and new colors for our T's. However, we have a couple of styles we just can't get enough of:

**The Original** Called that because it was the first design we ever made. The downtube logo is centered across the front, and the back features our headtube logo.

**Race Puppy** Who'd have ever thought that a simple drawing of a golden retriever pup running full blast across the ground would become such a favorite. As long as that pup can run, we'll offer it. Features the race puppy on the front and our downtube logo on the back.

**Trike** An instant classic. Featured big on the front and small on the back, the trike is a stunning drawing reminding us of the innocence of our first wheels.





## if made forks

Is your bike's handling just a bit too fast? Maybe a bit too slow? Perhaps that high dollar, super light, carbon fiber "Wonderfork" doesn't quite give you that velvety smooth ride you'd hoped for. Don't despair, there's hope in the form of our new IF road,

cyclocross, and touring forks.

Yup, we've expanded our craft to include forks. Why? Well, the fork is an often overlooked aspect to a bike, but it's incredibly important to how a bike handles. Like a frame, not all forks are created the same. You can change the build height, the material, offset, use a threaded or threadless headset,... the list goes on. By combining the right fork characteristics with your existing frame (even if it isn't an Independent), you can dial in the handling you've always looked for. On top of that, you can often shave weight and improve your bike's ride (especially if it isn't an Independent).

**Road Forks** A straight bladed unicrown fork featuring heat-treated Dedacciai chromoly legs. Swaged and tapered, the IF road fork provides outstanding shock absorption over those long six-hour centuries, while still providing the nimble handling you need in the middle of a Tuesday night crit. With an average weight of 1.2 pounds, this fork may be just what your frame has been screaming for.

**Touring Forks** Building a good touring fork is a challenge. It needs to be strong, yet precise in its steering, and at the same time, comfortable. With the help of some eager friends who are ready to test ride anything (and who, even now, are in the midst of an epic 20,000 mile tour), we think we've built the ultimate touring fork. Like its cousin the IF cyclocross fork, the touring model is designed to handle abuse. But more importantly, it's also designed to handle heavy loads. It uses the same butted, heat-treated material as the cross fork, and comes complete with replaceable brake posts (a necessity when you're in the middle of nowhere), fender mounts, and lowrider rack mounts. This fork is everything a serious tourist needs.

### Cyclocross Forks

They may look similar, but the road and cross forks are worlds apart. For starters, its heat-treated Dedacciai chromoly legs are butted. We miter them a bit wider as well, and make the fork a bit taller – to make room for that fat 43 cm cross tire and all the mud that's trying to slow you down. In the event you're not as sure-footed over the barriers as you'd like to be, the brake posts are replaceable. The IF cross fork is supple enough to track straight over the rough stuff, but strong enough to handle years of punishment.

## IF Fork Specifications

*For 700c wheels unless otherwise noted.*

### Road Forks

STEERER LENGTH/TYPE	OFFSET	LENGTH
300mm/non-threaded	40, 43, 45 or 50mm	375mm
200 to 300mm/threaded	40, 43, 45 or 50mm	375mm
300mm for 650b wheel (non-threaded)	40mm	350mm

### Cyclocross Forks

STEERER LENGTH/TYPE	OFFSET	LENGTH
300mm/non-threaded	48mm	395mm
300mm/non-threaded	45mm	395mm

### Touring Fork

*With 5mm through-style lowrider rack mounts and single eyelets.*

STEERER LENGTH/TYPE	OFFSET	LENGTH
200 to 300mm/non-threaded	40-52mm	391mm
200 to 300mm/threaded	40-52mm	391mm





## custom options

As hard as we try, not everyone manages to find a stock IF frame that fits perfectly. Some people have longer legs or shorter torsos; or flexibility issues brought on by injury or age; or a body weight that's much higher or lower than average. Any of these reasons, or just wanting a frame that works with your favorite components or fork, can be the impetus for creating a custom IF frame. Since we began in 1995, we've built custom frames to fit a wide variety of riders and can safely say that our custom customers are among our happiest and most loyal supporters.

What sort of changes might you need? Sometimes it is nothing more than a change in the length of the top tube on an otherwise stock frame. Or it can be as complex as changing angles, tube lengths, and the tubing itself. And of course, there are those that require the true one-off: a bike built specifically for you, never to be duplicated again. How do you know if you need a custom frame? That's where we rely on our dealers.

Our dealers are experienced at helping customers get the correct size frame, be it stock or custom. Most of our dealers have a few built bikes on their sales floor, and should be able to quickly determine if you need a custom frame. Once the dealer believes you need a custom frame, you'll begin a process that determines not only frame and body dimensions, but creates for us a complete picture of who you are. Your dealer will measure you and your current bike. You'll let the dealer know how you want the frame to ride and handle, and you'll indicate what kind of riding you'll want to do. Be precise and share as much with the dealer as you can. You, with the assistance of the dealer, will be the driving force behind the frame we build for you. Your comments, the dealer's input, and over 40 different measurements are all necessary for IF to build you the ultimate frame.

Finally, your dealer will show you our paint options, decal choices, cable routing and brake setup options, and available component packages. The order is placed, then we take over. A few weeks later (depending on the complexity of the work) you'll shake hands with your dealer, walk your brand new custom IF out the door, and enter a whole new world of riding.

*'Riding an IF single speed epitomizes what cycling should be. The simplicity of the bike and the support of manufacturers that are run by cyclists, such as yourselves, helps us feel that we are above the hype and mediocrity so prevalent in cycling these days.'*

**-Rich W.  
TEAM FRANK**

*Above, Steve puts the finishing touches on IF's mountain bike tandem prototype, aptly named the "Co-dependent."*



## complete bike kits

Now you can get more than just your frame from IF. We've designed a number of different kits that make it easy to get the complete bike of your dreams all at once. And you'll be guaranteed to have just the right bottom bracket length, seatpost diameter, etc.

### mountain kits

All IF mountain kits include Chris King headset, WTB saddle, and Syncros bar, stem and seatpost. RapidFire shifters and Shimano derailleurs are also available.

#### **Shimano LX/GripShift Kit**

LX 27-speed with GripShift ESP shifters and derailleur LX V-brakes, 32-hole Mavic X222 rims with Wheelsmith double-butted spokes and IRC Mythos Kevlar tires.

#### **Shimano XT/GripShift Kit**

XT 27-speed with GripShift ESP shifters and derailleur, XT V-brakes, 32-hole Mavic X517 rims with Wheelsmith double-butted spokes and IRC Mythos Kevlar tires.

#### **Shimano XTR/GripShift Kit**

XTR 27-speed with GripShift ESP shifters and derailleur, XTR V-brakes, 32-hole Mavic X517 rims with Wheelsmith double-butted spokes and IRC Mythos Kevlar tires.

### suspension forks

IF offers a wide range of suspension forks from Rock Shox and Marzocchi to help your IF ride its best. Featured forks include the Rock Shox SID XC and SID SL Ti, and the new Marzocchi Super Fly.

### road kits

All IF road kits include Chris King headset, Selle Italia Flite saddle, and Syncros seatpost. Cyclocross, touring, and triple chainring IF road kits are also available.

#### **Shimano 105 Kit**

105 18-speed drivetrain, TTT bar and stem, 32-hole Mavic CXP-21 rims with double-butted spokes, Cinelli cork tape and Michelin Axial Pro tires.

#### **Shimano Ultegra 6500 Kit**

Ultegra 18-speed drivetrain, ITM Superitalia Pro bar and Eclipse stem, 32-hole Mavic Open Pro rims with double-butted spokes, Cinelli cork tape and Michelin Axial Pro tires.

#### **Shimano Dura Ace 7700 Kit**

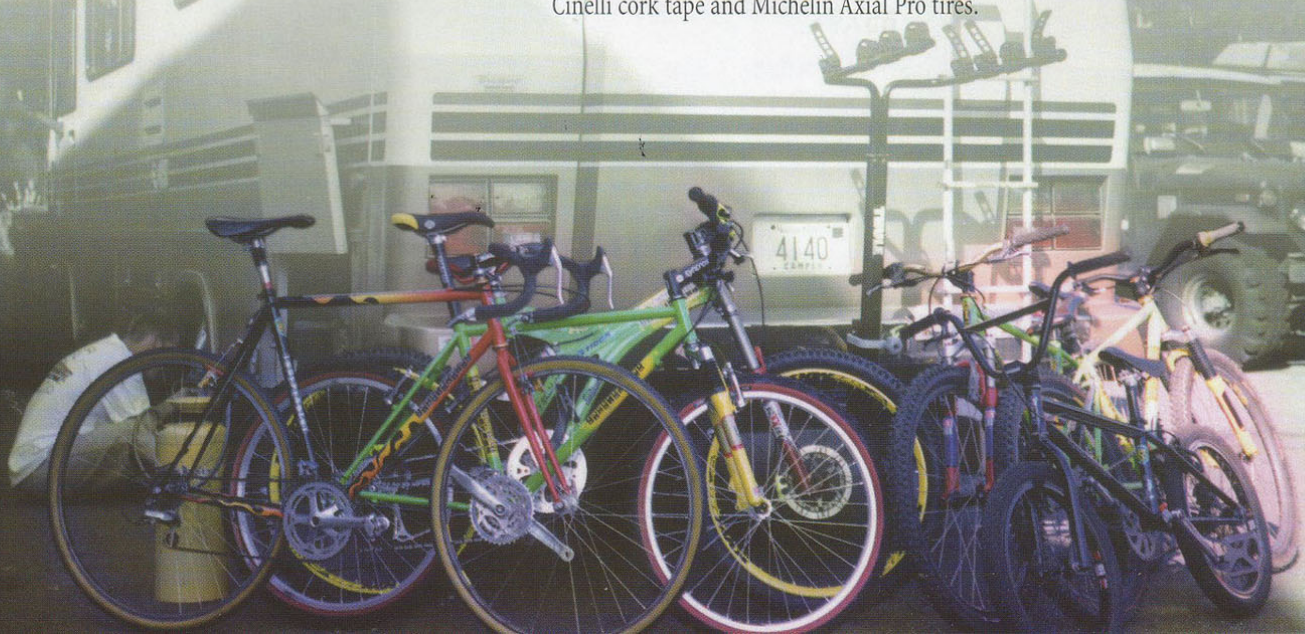
Dura Ace 18-speed drivetrain, ITM Superitalia Pro bar and Eclipse stem, 32-hole Mavic Open Pro rims with double-butted spokes, Cinelli cork tape and Michelin Axial Pro tires.

#### **Campagnolo Chorus Kit**

Chorus 18-speed drivetrain, ITM Superitalia Pro bar and Eclipse stem, 32-hole Mavic Open Pro rims with double-butted spokes, Cinelli cork tape and Michelin Axial Pro tires.

#### **Campagnolo Record Kit**

Record 18-speed drivetrain, ITM Superitalia Pro bar and Eclipse stem, 32-hole Mavic Open Pro rims with double-butted spokes, Cinelli cork tape and Michelin Axial Pro tires.



# specs

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 HEIGHT	TOP TUBE LENGTH	HEAD ANGLE	SEAT ANGLE	FORK OFFSET	REAR AXLE TO B.B. DROP	HEAD TUBE LENGTH	WHEELBASE	TRAIL
44cm	71.0cm	49.0cm	71.5°	73.0°	45mm	48mm	74.0mm	94.8cm	56.9mm
46cm	72.9cm	49.5cm	71.5°	73.0°	45mm	48mm	94.0mm	95.3cm	56.9mm
48 Short	74.8cm	50.0cm	71.5°	73.0°	45mm	48mm	114.2mm	95.9cm	56.9mm
NOTE: frame sizes 44-48 Short use 650c wheels, frame sizes 48cm & above use 700c wheels.									
48cm	76.8cm	51.0cm	72.0°	73.0°	50mm	73mm	66.0mm	95.8cm	56.9mm
50 Short	77.1cm	52.0cm	72.0°	73.0°	50mm	70mm	86.3mm	97.0cm	56.9mm
50cm	77.1cm	53.0cm	72.0°	73.0°	50mm	70mm	86.3mm	98.0cm	56.9mm
52cm	79.0cm	54.0cm	72.0°	73.0°	50mm	70mm	106.4mm	99.0cm	56.9mm
53cm	80.0cm	54.5cm	72.0°	73.0°	50mm	70mm	116.5mm	99.5cm	56.9mm
54cm	80.9cm	55.0cm	73.0°	73.0°	45mm	70mm	120.4mm	98.6cm	56.0mm
55cm	81.8cm	56.0cm	73.0°	73.0°	45mm	70mm	130.4mm	99.6cm	56.0mm
56cm	82.7cm	57.0cm	73.0°	72.5°	45mm	70mm	138.9mm	100.1cm	56.0mm
57cm	83.9cm	58.0cm	73.5°	72.5°	43mm	70mm	147.9mm	100.4cm	55.0mm
58cm	84.9cm	59.0cm	73.5°	72.5°	43mm	70mm	157.8mm	101.6cm	55.0mm
60cm	87.1cm	60.0cm	74.0°	72.0°	40mm	67mm	177.7mm	101.2cm	55.0mm
62cm	89.2cm	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)

## Independence Touring Frame Specifications

SIZE	STANDOVER HEIGHT	TOP TUBE LENGTH	HEAD ANGLE	SEAT ANGLE	FORK OFFSET	REAR AXLE TO B.B. DROP	HEAD TUBE LENGTH	WHEELBASE	TRAIL
30cm	62.1cm	50.5cm	71.0°	73.0°	45mm	60mm	80.0mm	97.6cm	50.0mm
35cm	65.9cm	51.0cm	71.0°	73.0°	45mm	60mm	90.0mm	98.1cm	51.0mm
40cm	69.7cm	51.5cm	71.0°	73.0°	45mm	60mm	100.0mm	99.0cm	51.5mm
NOTE: frame sizes 30-40cm use 26" mountain bike wheels, frame sizes 43cm & above use 700c wheels.									
43cm	72.3cm	53.0cm	71.0°	73.5°	52mm	80mm	70.0mm	102.0cm	62.4mm
45cm	73.7cm	53.5cm	71.0°	73.5°	52mm	80mm	85.0mm	103.0cm	62.4mm
47cm	75.4cm	54.0cm	71.0°	73.5°	52mm	80mm	95.0mm	103.6cm	62.4mm
49cm	77.0cm	54.5cm	71.0°	73.5°	52mm	80mm	105.0mm	104.4cm	62.4mm
51cm	78.7cm	55.0cm	71.0°	73.5°	52mm	80mm	115.0mm	105.0cm	62.4mm
53cm	80.4cm	55.5cm	71.0°	73.0°	52mm	80mm	130.0mm	104.8cm	62.4mm
55cm	82.2cm	56.0cm	71.0°	73.0°	52mm	80mm	145.0mm	105.3cm	62.4mm
57cm	83.9cm	57.0cm	71.5°	72.5°	49mm	80mm	160.0mm	105.0cm	62.4mm
59cm	85.8cm	59.0cm	71.5°	72.5°	49mm	80mm	180.0mm	107.1cm	62.4mm
62cm	88.4cm	60.0cm	71.5°	72.5°	49mm	80mm	184.0mm	108.1cm	62.4mm

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  
Rear Axle Spacing: 135mm (130mm optional)  
Fork Weight: 1.25 lbs+ (depends on frame size)

## Planet Cyclocross Frame Specifications

SIZE	STANDOVER HEIGHT	TOP TUBE LENGTH*	HEAD ANGLE	SEAT ANGLE	FORK OFFSET	REAR AXLE TO B.B. DROP	HEAD TUBE LENGTH	WHEELBASE	TRAIL
44cm	72.5cm	50.0cm	71.0°	72.0°	45mm	45mm	71.3mm	96.3cm	64.7mm
46cm	74.4cm	51.5cm	71.0°	72.0°	45mm	45mm	92.2mm	97.8cm	64.7mm
48cm	76.3cm	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	79.4cm	54.5cm	71.5°	72.0°	48mm	57mm	111.0mm	100.4cm	63.8mm
52cm	81.1cm	55.5cm	71.5°	72.0°	48mm	57mm	128.4mm	101.4cm	63.8mm
54cm	83.0cm	57.5cm	71.5°	72.0°	48mm	57mm	150.0mm	103.5cm	63.8mm
56cm	84.9cm	59.5cm	72.0°	72.0°	45mm	57mm	167.0mm	104.6cm	63.5mm
58cm	87.2cm	60.5cm	72.0°	72.0°	45mm	57mm	193.0mm	105.6cm	63.5mm

Bottom Bracket Height: 281mm  
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.

## deLuxe

### Mountain Bike Frame Specifications

SIZE (Ctr-Ctr)	STANDOVER HEIGHT	EFFECTIVE TOP TUBE LENGTH*	HEAD TUBE LENGTH	HEAD TUBE ANGLE	SEAT TUBE ANGLE	WHEELBASE
14.5"	28.1"	22.0"	90mm	71.0°	72.0°	40.4"
15.5"	28.8"	22.6"	90mm	71.0°	72.0°	41.1"
17"	29.9"	23.0"	90mm	71.0°	72.0°	41.5"
18"	30.8"	23.3"	107mm	71.0°	72.0°	41.8"
19"	31.7"	23.6"	123mm	71.0°	72.0°	42.1"
20.5"	33.1"	24.0"	156mm	71.0°	72.0°	42.5"

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 (Ctr-Ctr)	STANDOVER HEIGHT	EFFECTIVE TOP TUBE LENGTH*	HEAD TUBE LENGTH	HEAD TUBE ANGLE	SEAT TUBE ANGLE	WHEELBASE
10"	24.7"	20.9"	80mm	71.0°	72.0°	39.2"
12"	26.2"	21.3"	80mm	71.0°	72.0°	39.7"
14.5"	28.1"	21.6"	90mm	71.0°	72.0°	40.5"
15.5"	28.8"	22.3"	90mm	71.0°	72.0°	40.7"
17"	30.0"	22.6"	107mm	71.0°	72.0°	41.1"

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.

## standard IF paint schemes



"Being an ex-owner of a bike shop, I could have any bike that was on the market. The bike I chose? The IF. It is the best all around bike period. Talk about craftsmanship, attention to detail, pride in their work, technical support, timely arrivals, and best of all, they ride. It is not a cheap bike, but you will have no regrets at all. It is the stuff great rides are made of. If you don;t have the money to buy one, save your money until you do. You will not be disappointed."

**-Anonymous bike mechanic from Washington via the Internet**

"This Indy is one sweet ride! The people at the shop that I bought it were riding it. They had Litespeeds, Kleins, Ritchey's, Cannondales, and some other frames not worth mentioning, but when given a choice, the workers all said that it is simply the best bike that they have ever owned. Even the owner had one, and he can have anything! It rips, 'nuf said!!!! Oh yeah, the paint job is spectacular.

Beg if you have to, but get one."

**-Penny from California**

"I recently bought an IF and let me tell you I was blown away!!!!!! The craftsmanship is amazing and the ride is even better. I also love the custom paint option. I would recommend this bike to anybody (except people I'm racing against - I still like to have an edge!). This is a must buy and a first class product."

**-Jobe F. from New York**

"I appreciate the fact that there are still quality bike companies like you who take the time to believe in us and our vision."

**-Brian C., NAU Cycling Team**



**I N D E P E N D E N T  
F A B R I C A T I O N**

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