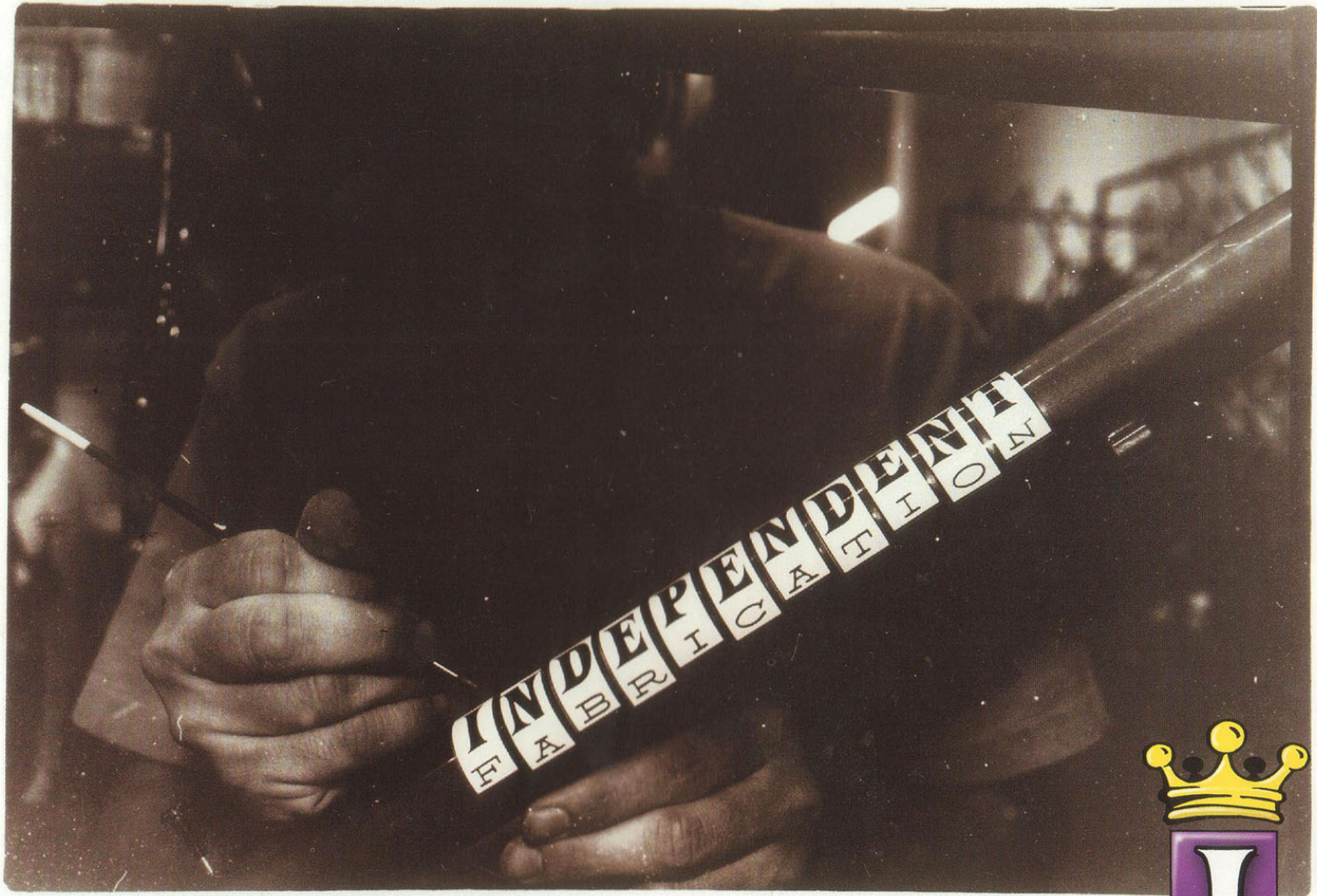
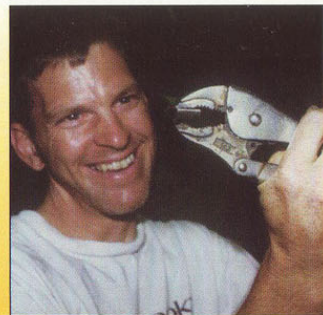
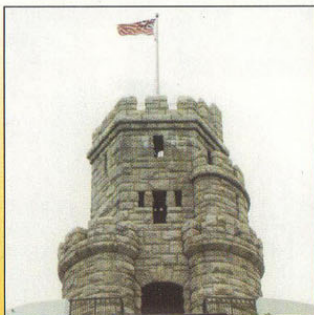


# INDEPENDENT FABRICATION



S O M E R V I L L E , M A S S . 1 9 9 8

Life never really slows  
down at **IF**.  
Machinery, tools,  
bikes, all brought to  
life by people. The  
same people who  
own, operate and  
oversee every aspect  
of **Independent  
Fabrication**.





## We have often been

asked what makes an **IF** so different. The ride, the detail, the welding, the paint – every aspect of our company, down to the name itself, has been remarked upon. Our simple response: the employees. That’s right, the people who labor everyday at **IF** to bring you only the best bikes possible. You see, **Independent Fabrication** is an employee-owned company. Above all other things, we feel that employee ownership (that is, employees owning the company and not the other way around) is the key factor in our success. Employee ownership brings freedom, pride, responsibility and motivation. Our individual beliefs, personalities and life experiences combine to create everything that **IF** stands for. No shortcuts, no compromises. Regardless of current trends or the pressures applied by big industry, we at **IF** chug away each and every day, utilizing our

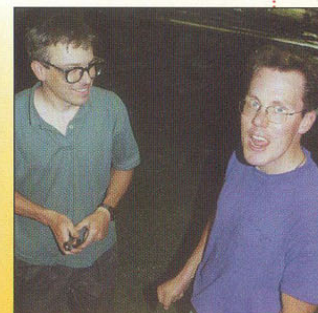
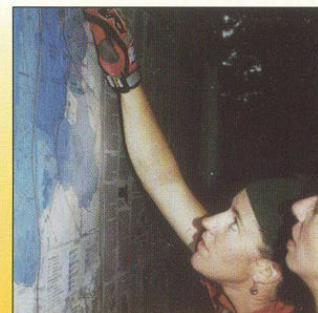
collective skills to provide the cycling community that which it so desperately needs: names, faces, and of course, great bikes.

Who are these people? Well, there’s John, providing the business savvy. He’s a former motorcycle racer, Harvard MBA, and a self-proclaimed sailor. Then there’s Jane: she handles the finance, sales, production – you name it. She’s an expert racer and an accomplished saxophonist, and she’s invaluable at seeing that women’s needs are addressed in the design of all our models. Can’t forget Jeff: stumbled here from Wisconsin, the former art history student turned machinist, lover of college radio, and world traveler. Lloyd: well, what can be said about Lloyd? A transplant from Mississippi, he finishes every frame, and designs all custom bikes. He’s also been a racer for over 20 years. Mike: also known as SupaMike, is a former Texan (actually, can you ever really

be a former Texan?). He personally welds every frame, oversees painting, and once rode his road bike from Texas to Washington to Massachusetts. Then there’s Susan: another former art school student, painting apprentice, a veteran of the cycling industry and artist extraordinaire. Of course, there’s Dave: ace mechanic, fixer of all, another accomplished saxophonist, and all around finishing pro. Finally there’s Steven, who, when he isn’t selling bikes; assembling bikes; shipping bikes; managing a team; visiting dealers; providing quotes to magazine people; and writing miles of catalogue copy, manages to find time to dabble in cyclocross and feed his cat.

Read on and discover everything we have to offer at **IF**. As we grow and the names and faces change, you can rest assured that the people of **IF** will always be what makes it special.

*The individual aspects of all the people of **IF** combine to make one great company and a whole lot of great bikes.*



## While all bikes are not

created equal, we at **IF** believe that there are certain "features" that transcend the boundaries between mountain and road; road and cross; cross and touring; touring and mountain...well, you get the idea. By sharing the technologies of each individual type of frame—utilizing the ideas of one frame design to make another frame better— all of our bikes end up being the best they can be. These next couple of pages show just how many common features our frames share with each other.

### T.I.G. Welded Frames

At **IF**, we believe the best way to join tubing is by T.I.G. (Tungsten Inert Gas) welding. It is lighter, stiffer and stronger than other methods of joining. Look at our welds: no fillers or grinding here! They're small, consistent, and oh so pretty!!

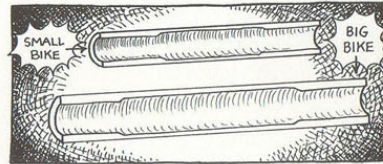
### Reynolds 853 Tubing

All **IF** frames are built using Reynolds 853 for the main triangle. Why? Reynolds 853 was designed for T.I.G. welding. After welding, a

traditional steel tube gets weaker, but 853 has the ability to air harden (which means it gets stronger) after it's been welded. This makes our frames both light and strong.

### Size-Specific Tube Sets

An **Independent** is not a cookie-cutter, run-of-the-mill, build-it-&-ship-it-out-the-door kind of bike. We design each size of every model individually. Most companies use only one tube set for their entire range of sizes, resulting in



small sizes that are too stiff and large sizes that are too flexy. At **IF**, we vary the tube diameters and internal

butting on each size to achieve the same, refined **IF** ride quality you buy an **IF** for. No matter what your size, you can be sure that the feel of your frame is just right.

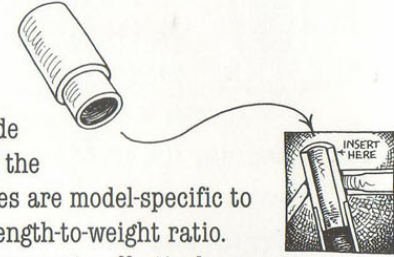
### The Foundation of an IF Frame

Our mountain bike frames use a 1-1/4" seat tube with a 29.4mm seat post – much larger than the 1-1/8" seat tube with the 27.2mm seat post usually employed. Being oversized gives the stiffness and strength needed for frames that have a sloping top tube. When com-

bined with an oversized downtube and untapered chainstays, we create a foundation that is strong, stiff and light.

### Seat Tube Inserts

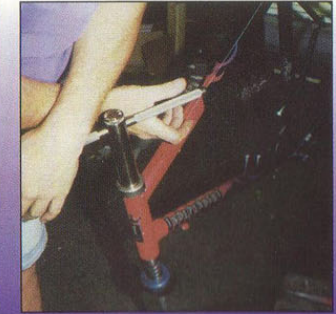
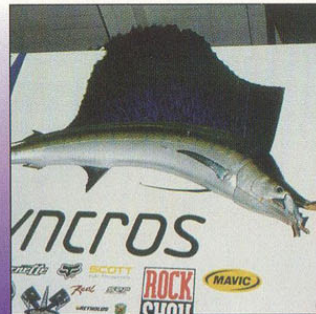
All **IF** frames use a seat tube insert, made in-house at **IF**. All of the inserts and seat tubes are model-specific to provide a higher strength-to-weight ratio. Using this insert allows us to effectively create a custom triple butted seat tube that gives proper tube thickness where it's needed without extra weight. The insert also allows us to ream our seat tubes very precisely – essential for a good, smooth fit with your seatpost. A smooth fit adds strength and rigidity to your bike. Simple, small and oh so cool!!

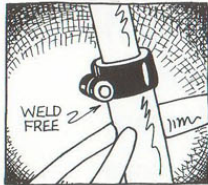


### Reinforced Seat Tube Slot



All **Independent Fabrication** frames have a seat tube reinforcement braze right onto the seat tube slot. This distributes the stress on the slot, and helps prevent fatigue cracks.





## External Seat Collar

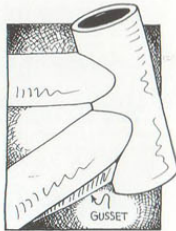
CNC machined in the USA, our external collars are light, strong and replaceable. No extra welding or brazing required to attach these.

## CNC Machined Dropouts

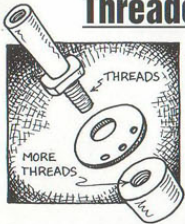
We use machined dropouts on all our frames. Machining makes them stronger, lighter and less likely to fail in the event of a crash. No forging allowed!!

## Downtube Gusset

Our custom-made gussets add strength to the downtube/headtube junction, without the weight of a thicker tube. You get a light, lively frame with the strength of a heavier one.



## Threaded Cantilever Mounts



All the canti brake mounts on all **IF** frames are machined by Paragon Machine Works. They're light, stiff and replaceable.

## Machined Bottom Bracket Shells

Once again, great goodies from Paragon. These BB shells are made to our specs and relieved on the inside to make a light, strong shell. All **IF** b.b. shells measure 68mm.

## Sealed Tubes & Frame Saver

All of our frame tubes are sealed - there are no breather holes. No moisture gets in to cause rust. We use closed end bottle cage mounts too. The only tube we can't seal is the seat tube - so we spray J.P. Weigle's Frame Saver in every seat tube.

## Frame Prep

Bike mechanics are among our staunchest supporters, because every **IF** frame is completely prepped and ready to build before it leaves us. The headtube is reamed and faced, the bottom bracket tapped, derailleur hanger tapped and aligned, seat tube reamed, and the whole frame is precisely aligned.

## Options

**Independent Fabrication** offers more stock options than anyone in the bike industry! Downtube or top tube cable routing? Cantilevers or V-brakes? It doesn't matter, both are free options on any **IF** frame. We also

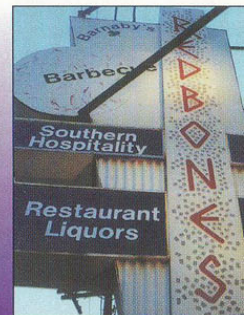
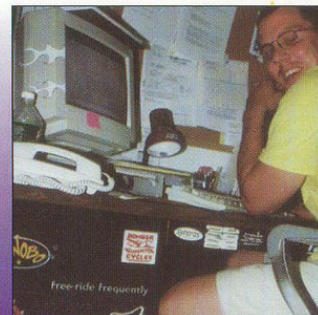
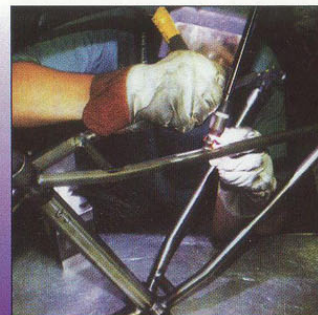
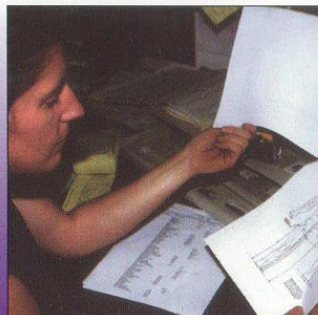
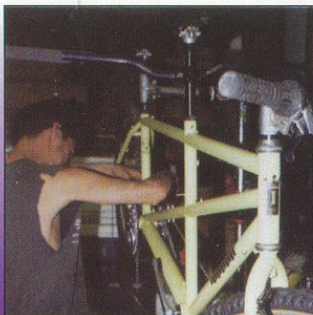
have custom options that rival any small builder, combined with service and delivery that rival the big bike conglomerates.



## Paint Jobs

At **Independent Fabrication**, painting is an art. Jewel-like colors, artistically applied, are our specialty. So whether it's one of our eight standard colors (which you can get as a solid or two-tone fade for no extra cost), a special custom match, or a wild paint scheme with flames, flowers, or a portrait of your golden retriever on the seat tube, we can handle it. All you have to do is ask.

*Everything that goes into an **IF** frame is special, and every **IF** frame gets the same attention and care. That's because no matter if they're road frames, mountain frames, cross frames, tandems, or touring frames, "they're all our children."*



"High points:  
mellow handling,  
swank finish.

Low points:  
Can't keep it."

—BIKE Magazine  
September 1996

"The **IF** handles  
beautifully on narrow  
stuff, providing a  
good combination of  
shock absorbing  
along with take-no-  
prisoners speed."

—Mountain Bike  
Magazine  
February 1996

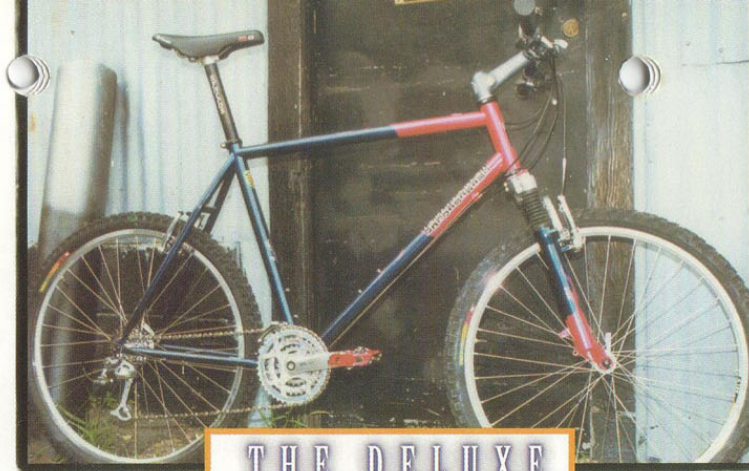
"The **Independent** is  
impeccable, the  
welding is so precise,  
the tubes seem to  
flow from one to the  
next... The frame  
offers the perfect  
amount of resilience,  
so the tires always  
seem to stick to the  
ground."

—Mountain Biker  
Magazine  
June 1997

## One great mountain bike frame!

And yeah...it's made of steel!!!

The Deluxe represents the foundation of our line: a straightforward, no-nonsense, steel hardtail built to take all that a rider can throw at it. While reminiscent of the steel bikes that started the mountain bike craze, the Deluxe proves that even steel can change. Reynolds 853 air-hard-



THE DELUXE

ening chromoly steel gives the Deluxe an unfair advantage over the steel bikes of yesteryear. Lighter, stronger, tougher, and oh what a ride!!! For the same price, choose top tube or downtube cable rout-

ing, set it up with V-brakes or cantilevers, even pick your own paint scheme (any of our 8 standard colors in a solid or two-tone fade are standard; fancy stuff like flames are a little extra).

Makes you wonder why you ever stopped riding that old bike you loved so much. Yeah, the one made of steel.

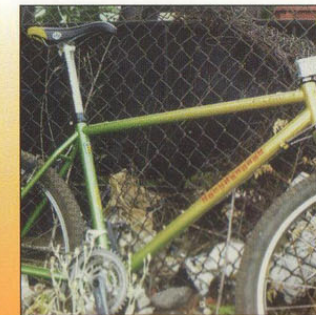
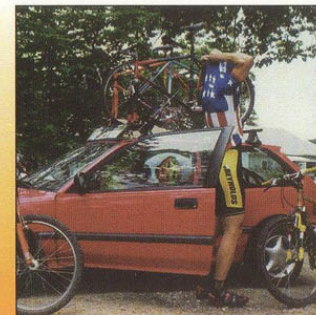
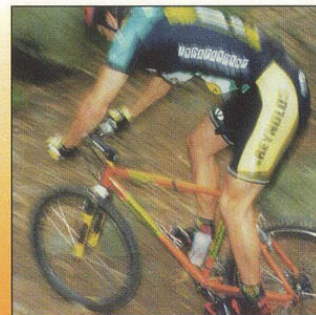
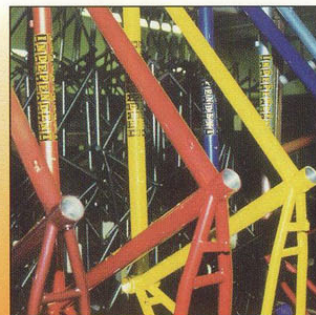
### Geometry & Specs

Size	Stand Over Height	Top Tube Length	Head Tube Length	Head Tube Angle	Seat Tube Angle	Wheelbase
14.5"	28"	22"	90 mm	71.0°	72.0°	40.5"
15.5"	28.5"	22.66"	90 mm	71.0°	72.0°	41.0"
17"	29.75"	23"	90 mm	71.0°	72.0°	41.2"
18"	30.2"	23.33"	107 mm	71.0°	72.0°	41.75"
19"	31.5"	23.66"	123 mm	71.0°	72.0°	42.08"
20.5"	32.1"	24"	153 mm	71.0°	72.0°	42.4"

Seatpost Size: 29.4 mm  
Headset Size: 1.125"

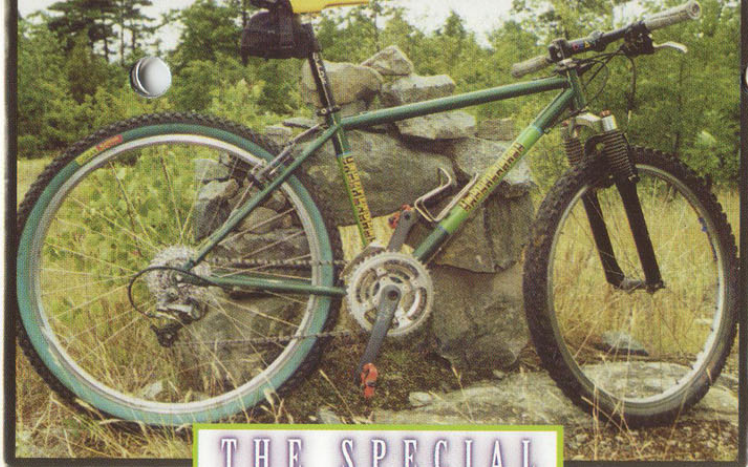
Front Derailleur Clamp Diameter: 1.25"  
Chainstay Length: 16.75"

Bottom Bracket Height: 12"  
Bottom Bracket Shell: 68 mm



## Not all riders fit the

long top tube framesets that prevail at bike shops today. Although a shorter stem and forward saddle position can "improve" bike fit, a properly sized frame is the real answer. The Special was designed with women in mind, many of whom have longer legs and shorter torsos, and some who just prefer a more upright riding position. The Special is a smaller version of our



## THE SPECIAL

original Deluxe model that maintains the same standards with its superb craftsmanship and oh so sweet ride. No compromises here. The proportionally shorter top tubes and taller head tubes give women the latitude necessary to dial in their perfect fit. Because when it comes

to fitting riders, we think that "close enough" isn't good enough. Whether you're 4'10" or 5'11" or somewhere in between, we offer a range of five sizes to fit. You owe it to yourself to ride the bike that Team Devo rider Stephanie Woodmansee called "one of the best small bikes I've ever ridden" (MBA). And if it ain't quite special enough, there's always the custom option.

### Geometry & Specs

Size	Stand Over Height	Top Tube Length	Head Tube Length	Head Tube Angle	Seat Tube Angle	Wheelbase
10"	26.5"	20.875"	80 mm	71.0°	72.0°	39.25"
12"	27.25"	21.25"	80 mm	71.0°	72.0°	39.625"
14.5"	28.0"	21.625"	90 mm	71.0°	72.0°	40.0"
15.5"	28.5"	22.25"	90 mm	71.0°	72.0°	40.625"
17"	29.75"	22.625"	107 mm	71.0°	72.0°	41.0"

Seatpost Size: 29.4 mm  
Headset Size: 1.125"

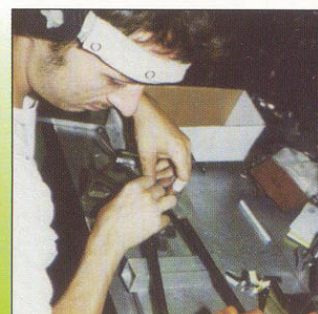
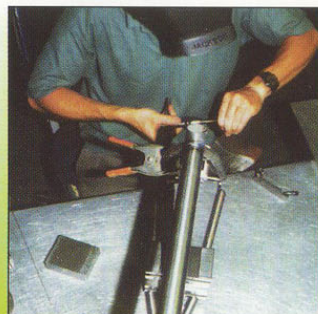
Front Derailleur Clamp Diameter: 1.25"  
Chainstay Length: 16.75"

Bottom Bracket Height: 12"  
Bottom Bracket Shell: 68 mm

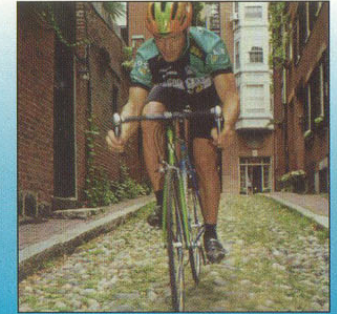
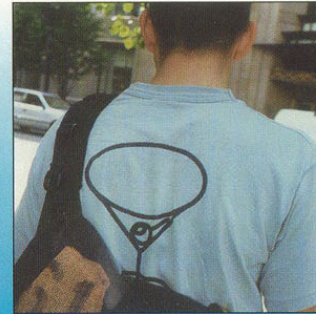
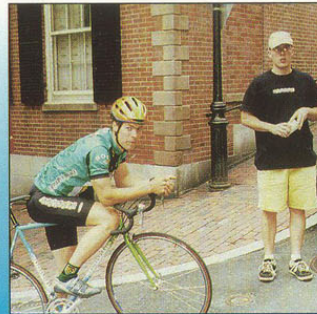
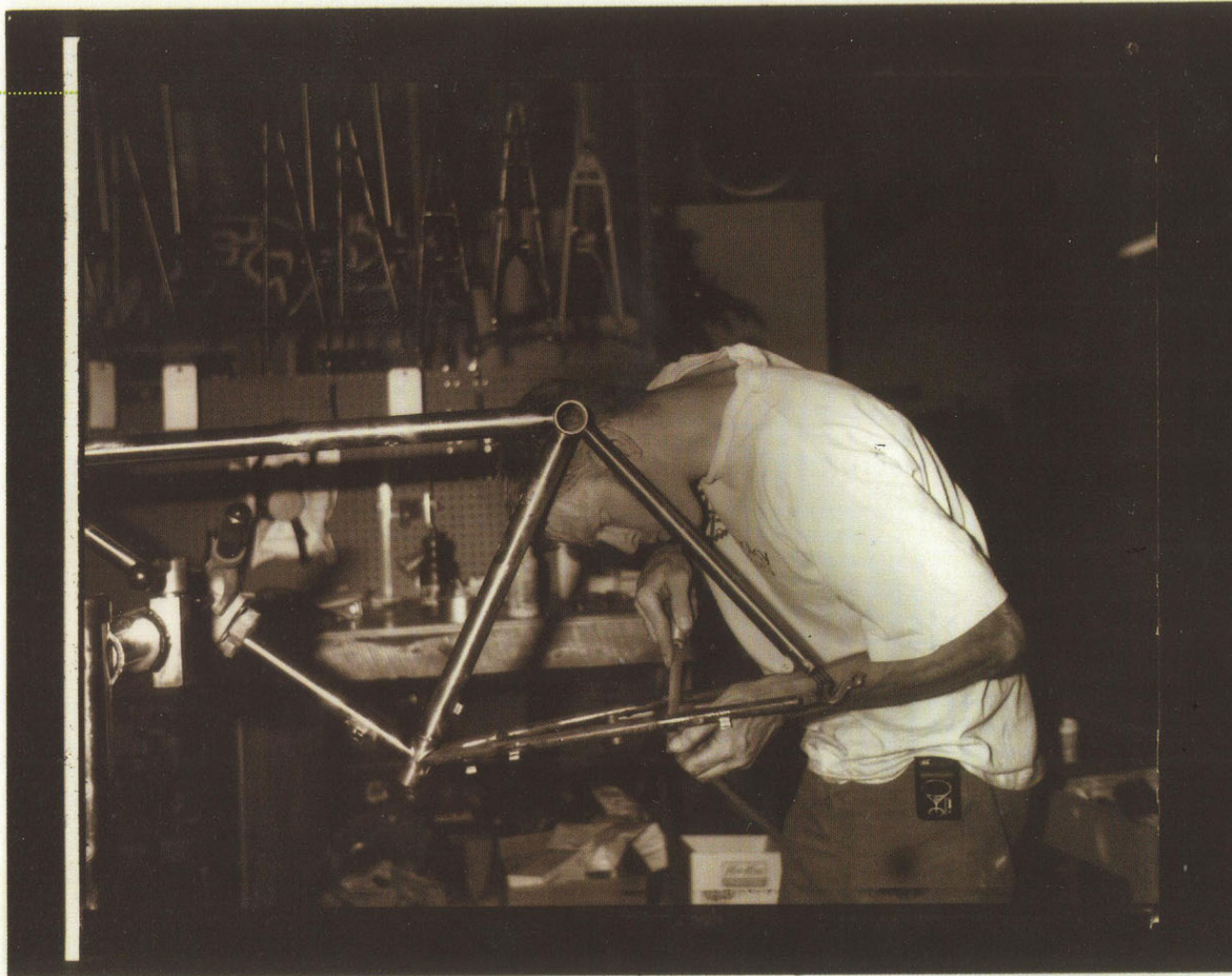
**"Independent Fabrication** is sensitive to the small rider's dilemma and has crafted a small version of its TIG welded, butted chromoly hardtail racing chassis that should satisfy most of the 'less tall' members of the mountain bike clan... I tested this bike in race conditions, and would use it in a ny race with confidence.."

"It's one of the best small bikes I've ever ridden...very stable – not too twitchy, but still quick."

–Mountain Bike Action Magazine  
September 1996



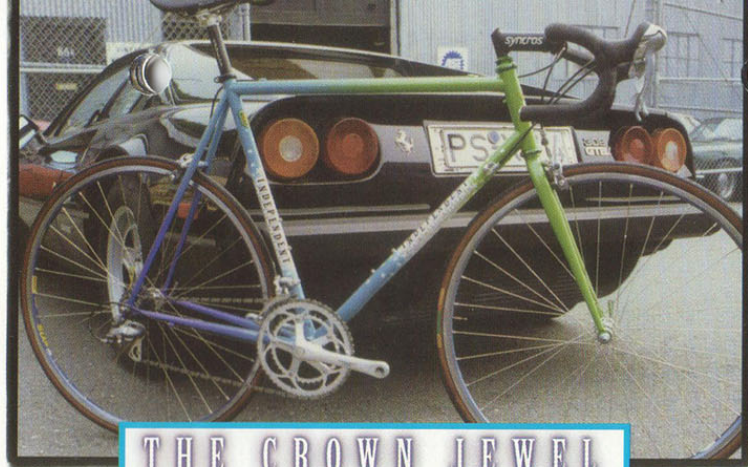
Lloyd uses his years of experience and an expert touch during the finishing process. Take a close look at any **IF** frame, and you'll see the clean, precise work of a true craftsman.





## The jewel in our line,

our road bike is the ultimate road bike. That's a lot to say, but we know it's true. You see, unlike other frames, our design doesn't end at the head tube. We design the frame and fork to work together, controlling how each size rides by matching the fork "offset" to the head tube angle. This combination results in "trail," which ultimately determines



## THE CROWN JEWEL

how the bike steers. Our bikes steer the way we want them to, the way we designed them to, and the way you need them to. The Crown Jewel is available in fifteen stock sizes plus customs to fit a

variety of women and men. Size specific angles and tubing provide stability and comfort on long rides. And like all our bikes, the Crown Jewel is built with Reynolds 853 tubing for a lightweight, durable, classic ride that can be relied on for years. Your choice of a Steelman chromoly or Aegis carbon fiber fork let you customize your ride to the ultimate.

### Geometry & Specs

Size	Stand Over Height	Top Tube Length	Head Tube Angle	Seat Tube Angle	Fork Offset	Rear Axle to B.B. Drop	Head Tube Length	Wheelbase
44 cm	69.82 cm	49.0 cm	71.5°	73.0°	45 mm	48 mm	74.0 mm	94.3 cm
46 cm	71.72 cm	49.5 cm	71.5°	73.0°	45 mm	48 mm	94.0 mm	94.85 cm
48 Short	73.72 cm	50.0 cm	71.5°	73.0°	45 mm	48 mm	113.0 mm	95.38 cm
48 cm	73.8 cm	51.0 cm	72.0°	73.0°	50 mm	73 mm	66.0 mm	95.6 cm
50 Short	76.0 cm	52.0 cm	72.0°	73.0°	50 mm	70 mm	74.0 mm	96.7 cm
50 cm	76.0 cm	53.0 cm	72.0°	73.0°	50 mm	70 mm	89.0 mm	97.9 cm
52 cm	77.9 cm	54.0 cm	72.0°	73.0°	50 mm	70 mm	109.5 mm	98.9 cm
53 cm	78.8 cm	54.5 cm	72.0°	73.0°	45 mm	70 mm	113.5 mm	99.9 cm
54 cm	79.8 cm	55.0 cm	73.0°	73.0°	45 mm	70 mm	123.5 mm	98.4 cm
55 cm	80.6 cm	56.0 cm	73.0°	73.0°	45 mm	70 mm	133.5 mm	98.8 cm
56 cm	81.6 cm	57.0 cm	73.0°	72.5°	45 mm	70 mm	142.0 mm	100.0 cm
57 cm	82.5 cm	58.0 cm	73.5°	72.5°	43 mm	70 mm	150.0 mm	100.0 cm
58 cm	84.5 cm	59.0 cm	73.5°	72.5°	43 mm	70 mm	161.0 mm	101.3 cm
60 cm	86.7 cm	60.0 cm	74.0°	72.0°	40 mm	67 mm	181.0 mm	101.7 cm
62 cm	89.1 cm	61.0 cm	74.0°	72.0°	40 mm	67 mm	199.0 mm	102.0 cm

Bottom Bracket Height: variable  
Chainstay Length: 41.5 cm

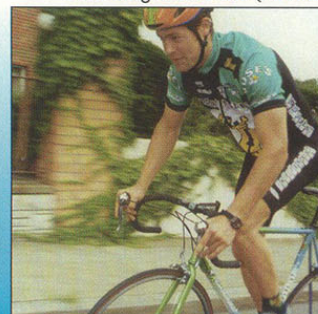
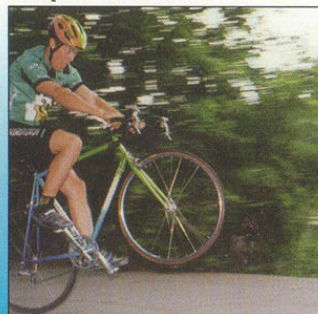
Bottom Bracket Width: 68 mm  
Frame Weight (56 cm): 3.57 lbs.

Front Derailleur: 1.125" Clamp-On  
Seatpost Size: 26.8 mm

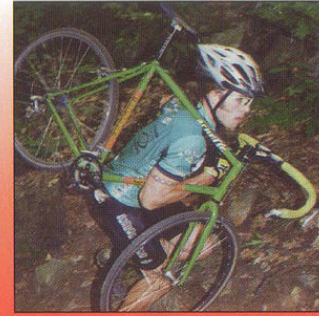
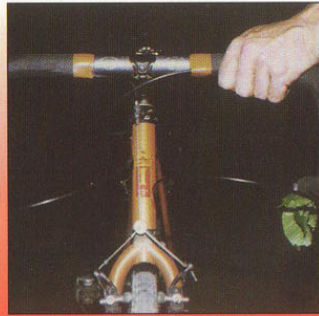
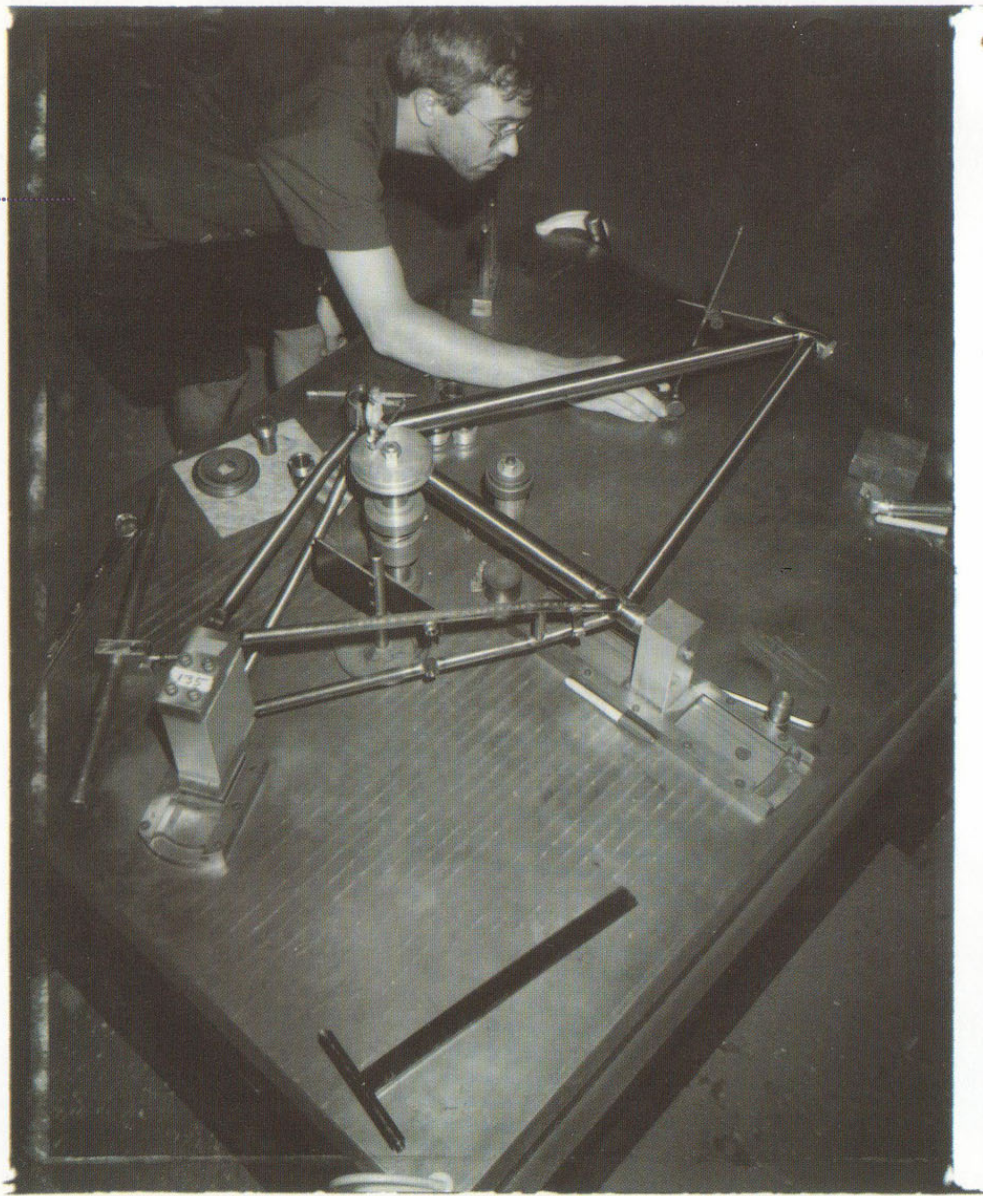
Rear Axle Spacing: 130 mm  
Fork Weight: 1.75 lbs. (threadless 260 mm steerer)

*"The Crown Jewel is extraordinarily receptive to input from handlebar or hip... Cornering on the Crown Jewel is fun. Whether you choose a tight line diving to the apex of a freshly paved turn or take a lazy arc across a bend graded before you were born, the Crown Jewel knows how to listen. I found it easy to control on long seated climbs, and out of the saddle hill sprints felt responsive in a way only a great stiff steel bike can deliver."*

**-Bicyclist Magazine**  
September 1997

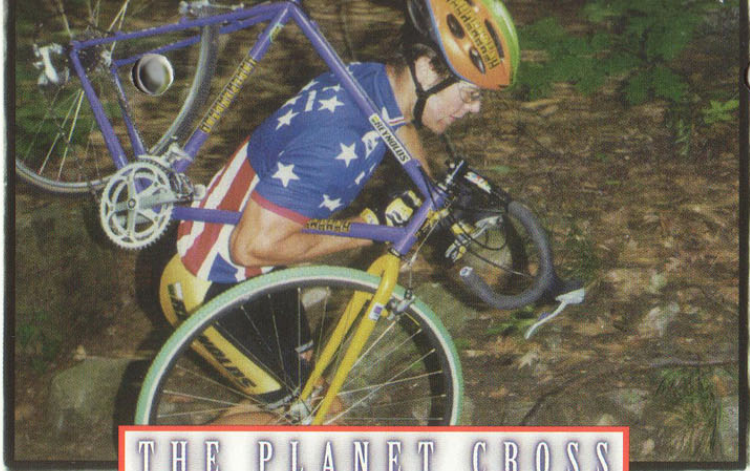


*We would sooner throw a frame away than let it come off the alignment table "close enough." Several steps make sure your frame is straight from front to back, top to bottom and side to side. The difference between "no hands" steering and a handful of steering lies right here.*



## Cross?

What the heck is cyclocross? By definition, cyclocross takes place on courses between one and two miles long. Standard practice dictates there will be several obstacles forcing riders into high speed dismounts and portage sections. Paved sections, off-camber traverses, unrideable downhills, steep run-ups, plus lots of mud and ice are also worked in to make cross one of the single-handedly most grueling disciplines in cycling. Some have described it as "more



## THE PLANET CROSS

than 45 minutes of hell." The Planet Cross, built from Reynolds 853 air-hardening steel and equipped with a Steelman fork, offers features that would make anybody smile at the chance to ride one. Bridgeless chainstays leave plenty of room for fat tires without fear of mud or snow slowing you down,

and our tall head tubes give you plenty of shouldering room. Like all **IF** frames, a fully sealed tubeset means you can ride your Planet Cross in the worst weather and it will just come back for more. Your choice of cable routing and water bottle mounts help this bike fit your needs. For a small price, add eyelets and rack mounts to make the Planet Cross your year-round companion. After all, if it can handle cyclocross, it can sure as heck handle everything else.

## Geometry & Specs

Size	Stand Over Height	Top Tube Length	Head Tube Angle	Seat Tube Angle	Fork Offset	Rear Axle to B.B. Drop	Head Tube Length	Wheelbase
44 cm	73.1 cm	50 cm	71.5°	72.5°	48 mm	54 mm	65.0 mm	97.4 cm
46 cm	74.3 cm	51.5 cm	71.5°	72.5°	48 mm	54 mm	65.0 mm	98.3 cm
48 cm	75.2 cm	53.0 cm	71.5°	72.5°	48 mm	57 mm	88.3 mm	99.2 cm
50 cm	78.0 cm	54.5 cm	71.5°	72.0°	48 mm	57 mm	111.0 mm	100.0 cm
52 cm	79.8 cm	55.5 cm	71.5°	72.0°	48 mm	57 mm	128.4 mm	101.2 cm
54 cm	81.7 cm	57.5 cm	71.5°	72.0°	48 mm	57 mm	150.0 mm	102.9 cm
56 cm	83.6 cm	59.5 cm	72.0°	72.0°	48 mm	57 mm	167.0 mm	104.5 cm
58 cm	85.6 cm	60.5 cm	72.0°	72.0°	48 mm	57 mm	193.0 mm	105.5 cm

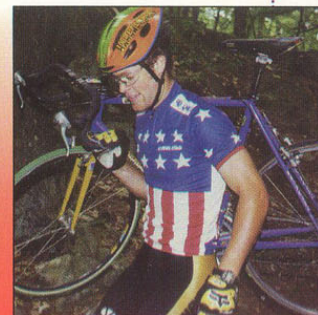
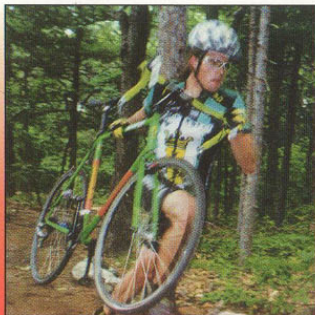
Bottom Bracket Height: 281 mm  
Chainstay Length: 42.5 cm

Bottom Bracket Width: 68 mm  
Frame Weight (54 cm): 3.9 lbs.

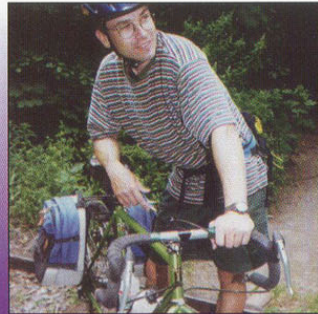
Front Derailleur: 1.125" Clamp-On  
Seatpost Size: 26.8 mm

Rear Axle Spacing: 135 mm  
Fork Weight: 1.75 lbs. (threadless 260 mm steerer)

*Our tall head tubes give you plenty of shouldering room. Plus, the fully sealed tubeset means you can ride your Planet Cross in the worst weather and it will just come back for more.*

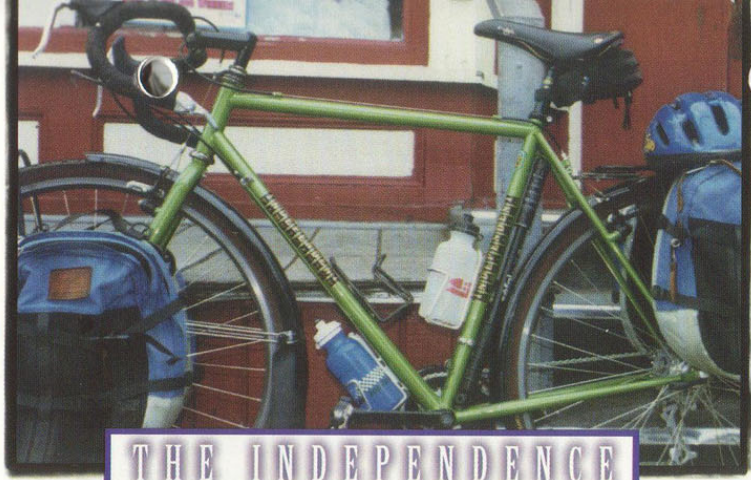


*Under the ominous looking inflatable suit works the creative genius behind **IF**'s paint jobs. Each frame is an individual canvas – treated to multiple layers of primer, paint and clear coat – ending up in the hands of a happy customer who will soon give it the beating of its life.*



## Buying this bike may

not be the wisest career move you could make! Built for fully loaded touring, this bike can take you wherever you want to go – in style and comfort. With size specific geometry and oversized tubing, the Independence provides a smooth, stable, almost “Cadillac” like ride. Extra bottle mounts (three to be exact), wide



## THE INDEPENDENCE

tire clearance, room for fenders, threaded rack and lowrider mounts, and a pump peg complete this totally decked out long haul package. The Independence is the

kind of bike touring cyclists have long been waiting for: one that nurtures a feeling of freedom and self-reliance that comes from knowing you have everything you need to hit the road and not look back. Once you get yours, be careful: that weekend tour could turn into an endless summer.

### Geometry & Specs

Size	Standover Height	Top Tube Length	Head Tube Angle	Seat Tube Angle	Fork Offset	Rear Axle to B.B. Drop	Head Tube Length	Wheelbase
30 cm	65.93 cm	51.0 cm	71.0°	75.0°	45 mm	60 mm	60.0 mm	104.4 cm
35 cm	68.8 cm	51.0 cm	71.0°	74.5°	45 mm	60 mm	70.0 mm	103.0 cm
40 cm	71.5 cm	51.5 cm	71.0°	74.0°	45 mm	60 mm	80.0 mm	102.1 cm
The above sizes utilize 26" wheels.								
43 cm	73.3 cm	53.0 cm	71.0°	74.0°	52 mm	80 mm	70.0 mm	104.6 cm
45 cm	74.9 cm	53.5 cm	71.0°	74.0°	52 mm	80 mm	85.0 mm	105.1 cm
47 cm	76.4 cm	54.0 cm	71.0°	74.0°	52 mm	80 mm	95.0 mm	105.3 cm
49 cm	77.8 cm	54.5 cm	71.0°	74.0°	52 mm	80 mm	105.0 mm	105.6 cm
51 cm	78.9 cm	55.0 cm	71.0°	74.0°	52 mm	80 mm	115.0 mm	105.9 cm
53 cm	80.9 cm	55.5 cm	71.0°	73.5°	52 mm	80 mm	130.0 mm	106.2 cm
55 cm	82.2 cm	56.0 cm	71.0°	73.5°	52 mm	80 mm	145.0 mm	106.3 cm
57 cm	84.1 cm	57.0 cm	72.0°	73.0°	50 mm	80 mm	160.0 mm	105.7 cm
59 cm	86.0 cm	59.0 cm	72.0°	73.0°	50 mm	80 mm	180.0 mm	107.2 cm
62 cm	88.2 cm	60.0 cm	72.0°	73.0°	50 mm	80 mm	180.0 mm	107.4 cm
The above sizes utilize 700c wheels.								

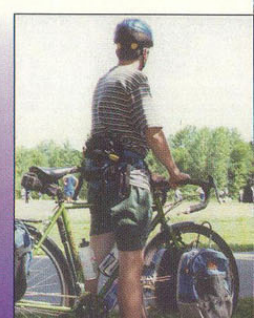
Bottom Bracket Height: variable

Bottom Bracket Width: 68 mm

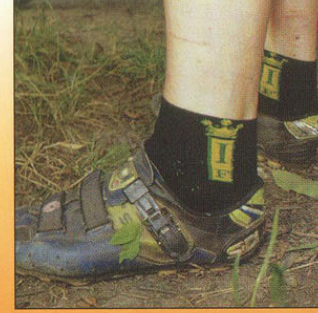
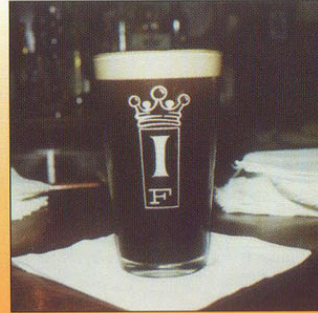
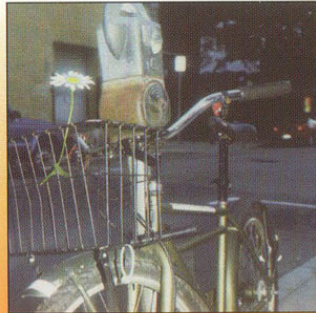
Front Derailleur: 1.125" Clamp-On

Seatpost Size: 26.8 mm Chainstay Length: 45 cm

*The Independence is built for loading up and heading off down the road, complete with all the braze-ons, rack mounts and fender eyelets you could possibly want. And if, by some bizarre twist of fate, you want more, we'll add more. That's the freedom that comes with making bikes one at a time..*



*This is the fun side of building bikes. We call it "R&D" when we do it during business hours. The rest of the time, it's just plain fun. Spring, summer, winter or fall, you can find Jane and the rest of us putting in the miles on trails and roads all over New England. Look for us on your next ride.*





## While we have

developed a great reputation for building, most people don't realize that we offer a whole lot more than just the stock sizes shown in this catalogue. We've actually been building

custom frames for almost as long as we've been offering stock sizes. Actually, a lot of the stock sizes we now offer first started as custom frames. Riders from 4' 8" up to 6' 10" have come to us looking for a bike that finally fits them. Why us? Well, there are several reasons: first, we don't charge a whole lot. We

charge a fair amount, enough to cover the time it takes to build your custom. "Semi-custom" changes usually run no more than an additional \$100, and full custom frames usually run no more than an additional \$200. Secondly, we can do it fast. Once the order has been placed, we generally ship in under five weeks, putting you on your bike while the season is still in full swing.

So how do you know if you need a semi-custom or a full custom? It's pretty simple: semi-custom options often meet the needs of most riders. They offer the chance to change top tube length and add special mounts

or features specific to your components (i.e., hydraulic cable routing, disk brake mounts, etc.). For those whose needs go beyond, we offer the option of a full custom **IF**. It can be custom sizing and angles on any of our existing models, or possibly something else. Looking for a crit bike, a single speed racer, a tandem, track bike or just a new bike that fits your proportions. No matter what your size, we can help you. Be it semi or full custom, you can rest assured that the builders at **IF** will guide you through your decision, offering up suggestions to help make your new bike the best it can be. You owe it to yourself to give us a call.



## IF's not just a bike, it's a fashion statement!

If you're into **IF** and the bikes we make, we know you'll want to check out the **IF** clothing and other great tasteful products. Like our bikes, **IF** accessories are high quality and fun.

**Caps** Although they're not **SNELL** approved, our stylish caps do a great job of protecting your heads from the elements. Our 100% brushed cotton, fully adjustable lids will keep you cool in th summer and warm in the winter. With the **IF** crown logo on the front and the full **Independent** logo on the back, you're sure to look good all year-round. Colors: many. Price: \$15

**Socks** We finally have socks that are the cream of the crop - just like

our bikes! Made by DeFeet (the famous sock company), these socks, with our logo on the cuff, are actually Cordura reinforced in the heel and toe. Shoes are still recommended. Sizes: S, M, L. Price: \$12

**Pint Glasses** We teamed up with Pilgrim Ale to make co-sponsored pint glasses with which you can enjoy your favorite hot or cold beverage. They're clear with blue & white logos. Price: \$5

### T-Shirts

Sizes: S, M, L, XL, XXL. Price: \$15

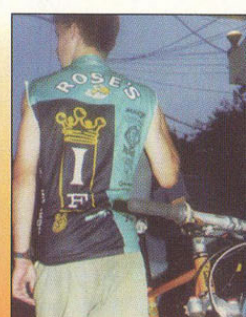
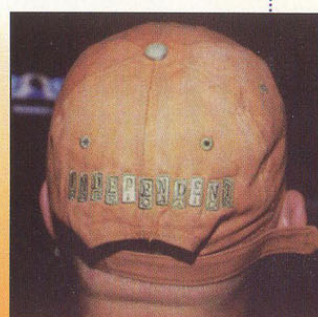
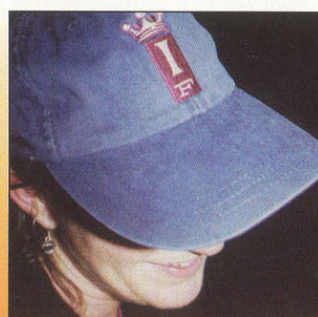
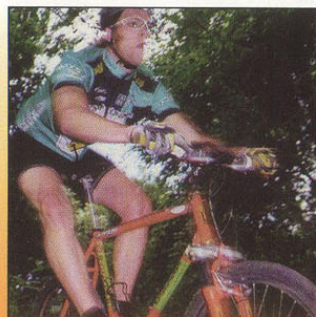
**The Original**- Even though we have been selling this design for 3 years, it's still wildly popular. We moved the downtube logo to the center of the front, and the back features our "crown" head tube logo.

**Race Puppy**- What began as an innocent drawing of a golden retriever puppy running full blast across the ground, the Race Puppy is one of our

best known logos. The puppy is on the front, with our downtube logo on the back.

**Tricycle**- This shirt is the latest and greatest. Our "trike" illustration, which we like so much we put on both the front & back, is a stunning drawing reminiscent of the innocence of our first three wheelers. It's large on the front and tiny on the back.

***IF** stuff carries our philosophy of quality craftsmanship and style even further with hats, shirts, socks and pint glasses that show the world you're one of the few, the proud, the independently fab.*



"The way this bike moves across the trail is truly remarkable... It is like floating on air, it is so smooth, all the while being locked dead center on track... WOW! I swear I could stop pedaling and the bike would just keep climbing itself... It's phenomenal... You people in Somerville truly have artistic skills running through your bodies. First of all the paint job: a true work of art. I can't help but stare at the bike every time I get done riding it... You make fantastic bikes and best of all they are made in the good old USA."

—Mark P. of Minnesota  
(15" Deluxe)

"You guys are blue-hot and all the world should know the brilliance of **Independent Fabrication**... Thank you Steve for selling the dream, Lloyd for brazing it, Mike for painting it, and everybody else whose name I screwed up or haven't met. You made my summer and I wish you raging success. Stay small though, the one room castle, the art, **IF**... Everywhere I go and ride I'll be flying the **IF** flag high, spreading the truth, and trying to stoke your fires."

—D. Terstees from Minnesota  
(19" Deluxe)

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



P.O. Box 98

Somerville, Massachusetts 02143

Telephone 617/666-3609

E-mail: ifinc@aol.com

Our website: [www.ifbikes.com](http://www.ifbikes.com)

"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. from Colorado  
(15" Special)

"I'm speechless!! The frame is amazing! The ride unbelievable! The workmanship, welding, and paint are far better than ANYTHING I have ever seen, and I've seen plenty of bikes. You just have no idea how blown away I am by this bike! This is my seventh road bike, and I've had 'em all...aluminum, steel, carbon fiber...nothing compares to the ride quality and the obvious love that went into building this frame."

—Zachary G. of New Hampshire  
(Crown Jewel)

"If only everyone was so lucky to ride such a beautiful bike!"

—Johns H. of Vermont  
(Planet Cross)