



## GEOMETRY

SIZE	EFFECTIVE TOPTUBE	CHAINSTAY	BB DROP	HEADTUBE LENGTH	HEADTUBE ANGLE	SEAT TUBE LENGTH	SEAT TUBE ANGLE	FORK OFFSET	TRAIL	REACH	STACK	WHEELBASE	STANDOVER	AXLE TO CROWN
	A	B	C	D	E	F	G	H	I	J	K	L	M	N
XXS	515	407	72	110	71.5°	460	75.5°	43	66.47	383.3	509.26	975.53	715.96	367
XS	530	409	72	120	72.5°	480	74.5°	43	60.74	385.22	522.07	974.82	733.06	367
S	545	411	70	140	73.0°	500	74.0°	43	57.87	389.92	540.81	983.83	754.09	367
M	560	411	70	160	73.0°	520	73.5°	43	57.87	394.14	559.94	993.89	773.21	367
L	575	413	68	180	73.5°	545	73.0°	43	54.99	398.04	578.8	1001.56	797.37	367
XL	590	413	68	190	73.5°	570	72.5°	43	54.99	404.48	588.39	1010.84	815.82	367

Enve Road 2.0 fork included. Measurements listed are based on an Enve Road 2.0 fork at 367x43 offset, a 700 x 28 mm tire measuring 690 mm in diameter. Standover (M) measured vertically to top of toptube from a position 50mm forward of BB center.



**FOUNDRY CYCLES**

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### CARE & USE

SPEC	DESCRIPTIONS
<b>TI PREP VS. GREASE</b>	We chose Ti for the Chilkoot because of its durability and longevity. With the proper care, this is a bike that can be in your stable for years and years to come. While bike grease is great for aluminum, steel, and carbon components on a titanium frame, we advise against it for titanium components. Instead, we recommend the use of Ti Prep for you to use on your Chilkoot. Ti Prep is recommended when using titanium components with your Chilkoot frame because it inhibits your Ti seatpost or Ti bolts from corroding.
<b>QR AXLE</b>	Chilkoot uses standard 130x10mm rear and a 100x9mm front quick release axle. This ensures compatibility with the wide variety of currently available road wheel sets and allows for supremely quick wheel changes on the race course.
<b>CABLE ROUTING</b>	The Chilkoot runs the shift cables externally along the bottom of the downtube and the rear brake along the underside of the top tube. This is the simplest, most fool proof method of routing for road bikes. When routing shift cables around the headtube, we recommend routing the rear shift housing on the driveside of the headtube and the front shift housing on the non-driveside of the headtube to the downtube cable stop. The exposed shift cables will go straight down to the bottom bracket cable guide. This gives a good balance to shift performance and quiet cable routing.
<b>REMOVABLE DOWNTUBE CABLE STOP</b>	On the bottom of the downtube, the black anodized cable stop is removable for a clean silhouette when running a Di2 electronic drivetrain. Simply unscrew the M4 securing bolt with a M2.5 Allen key and gently pull the cable stop off. The cable stop is designed to be a friction fit on the frame so it will require a small amount of force to remove.
<b>HEADSET/ FORK</b>	When installing headset bearings, applying a small amount of grease on the integrated races will help prevent any corrosion and creaks.
<b>DI2 ROUTING</b>	We routed the Chilkoot for use with Shimano electronic drivetrains. Utilizing an internal seat post mounted battery, small ports located on the down tube, the seat tube, the drive side dropout, and internal cut outs in the bottom bracket shell, the Chilkoot is set up for an extremely clean looking electronic set up with fully internal wire routing. Use extra caution when threading the bottom bracket in so as not to cut the wires in the bb shell, as clearance is tight. To access the downtube Di2 cable port, remove the downtube cable stop with an M2.5 Allen key. Three Shimano SM-GM01 grommets will be needed to route the e-tube wiring at the frame ports.
<b>CLEANING</b>	Keeping your Chilkoot free of road grime will ultimately increase the longevity of the bike, meaning it's yours to race for years to come. Dish soap, sponges, brushes and low-pressure water is really all you need to keep it clean. Spray the frame down, get some soap suds on it, and give it a good scrub to get all the remnants of the weekend's races off of it. After a solid rinse, making sure to avoid aiming pressurized water directly at any spots with bearings or exposed cables, and a quick re-lube of the chain, you'll be good to go.



### FRAMESET COMPATIBILITY

FEATURES	DESCRIPTIONS
<b>TUBING</b>	3Al/2.5V titanium; double-buttet down/top/seat tubes; tapered seat/chainstays
<b>FORK</b>	Enve Road 2.0, 1.125"-1.25" Tapered, 43mm Offset, QR
<b>DROPOUTS</b>	Foundry 130mm Hooded QR Dropouts
<b>SEAT POST DIAMETER</b>	27.2mm
<b>SEAT CLAMP DIAMETER</b>	31.8mm
<b>HEADSET</b>	IS42 Uppers / IS47 Lowers
<b>BOTTOM BRACKET</b>	English Threaded 68mm
<b>DRIVETRAIN</b>	53/39t Max Chainrings. 34.9mm Front Derailleur clamp
<b>DI2</b>	Internal seatpost mounted battery specific; Shimano battery SM-BTR2; Shimano grommet SM-GM01 (x3)
<b>TIRE CLEARANCE</b>	700x28c
<b>DERAILLEUR HANGER</b>	QBP # FS2310
<b>LIMITED WARRANTY</b>	Foundry Cycles warrants this frame against manufacturing defects in materials, craftsmanship and design for a period of five years from the date of purchase for only the original owner with accompanying proof of purchase. See Foundrycycles.com for more information
<b>REPLACEMENT PARTS</b>	Have your dealer contact Foundry Cycles for replacement frame parts
<b>WEIGHT</b>	Med 1550 g ± 5% Due to Paint Variances



### INTENDED USE: CONDITION 1 HIGH-PERFORMANCE ROAD

Bikes designed for riding on a paved surface where the tires do not lose ground contact.

#### INTENDED

To be ridden on paved roads only.

#### NOT INTENDED

For off-road, cyclocross, or touring with racks or panniers.



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