

SUSPEND

CONVENTIONAL THOUGHT





The *All-New* **FUELEX**

**YOU'LL NEVER
THINK ABOUT
FULL SUSPENSION
THE SAME**



Dealing with brake jack

Measuring your abilities in inches

STOP

Losing control

Sacrificing small bump compliance for big hit performance

Skidding



Separating braking forces from suspension activation

Braking with greater control

Experiencing a consistently superior ride

START

Enjoying the feel of bottomless travel

Tuning your suspension to how you ride





*ABP™ separates brake effect
from suspension activation.
More control. Better braking.
More time going fast.*

WHY SKID?



ABP™ (ACTIVE BRAKING PIVOT)

Conventional suspension designs place the rear pivot in one of two locations: above the rear axle (i.e., on the seatstay, like the previous Fuel EX) or below the rear axle (i.e., on the chainstay, like the Horst Link design). Either of these designs cause the suspension system to stiffen under braking, which is exactly when you need it to remain active. The new Fuel EX uses Trek's ABP (Active Braking Pivot) patent pending technology, which places the rear pivot concentric to the rear axle. This pivot location keeps the suspension active and independent of braking, which keeps the rear tire in contact with the ground for reduced skidding, more control, and better, more effective braking. Less time braking means more time going fast.





The shock “floats” between two independent linkages to provide continuously active, nearly bottomless travel

SMARTER TRAVEL

FIXED MOUNT



FULL FLOATER



FULL FLOATER™

Suspension. It's about quality, not quantity. The new Fuel EX gives you both without compromising one for the other. Instead of simply mounting one end of the shock to the Rocker Link and one end to the frame like traditional designs, the new Fuel EX's Full Floater patent pending technology allows the shock to “float” between two independent linkages. Each linkage is tuned to provide the perfect balance of continuously active, bottomless travel and unbeatable pedaling efficiency. The new Fuel EX with Full Floater is incredibly supple and active on small bumps, has excellent control through the mid-range, and has a gentle progression to handle big hits and large drops. Combined with ABP, this smooth action occurs on every inch of trail, without noticeable interference from braking or pedaling.



CONTROL





R1i™ – SUSPENSION INTELLIGENCE

R1i is the combination of the proven R1 suspension philosophy with Trek's new ride-enhancing ABP and Full Floater technologies. All bikes with R1i technology give the rider a heightened level of comfort and control. If you thought R1 was a step in the right direction, ride into the future with R1i and feel the difference. R1i. The technology at the heart of the new Fuel EX—just one model in the all-new 2008 Trek full suspension lineup.

2X STRONG JUST AS LIGHT

*The 2008 Fuel EX is 34.7%
stiffer than the Specialized
Stumpjumper FSR**

EVO LINK™














No matter how stiff a full suspension frame's front or rear triangle might be, the complete bike can only be as stiff as the connection that joins the two. For 2008, the Fuel EX's Rocker Link is dramatically redesigned. What was once two forged pieces bolted together using a third cross-brace has evolved into a one-piece design that is lighter, stiffer, and more compact. In fact, the new EVO Link is twice as stiff as last year's Rocker Link. The EVO Link translates into incredibly precise steering and nimble handling across every trail condition. And because the EVO Link is designed to function harmoniously with Full Floater, we've dialed-in the ideal leverage ratio for uncompromised suspension performance.



* Figure generated through Trek's full frame stiffness test that measures a combination of lateral and torsional deflections.



TEST LOCATIONS

-  Japan
-  Asheville, NC
-  Valencia, CA
-  Pemberton, BC
-  Durango, CO
-  Marquette, MI
-  Lake Garda, Italy
-  Wales, UK
-  Colorado Springs, CO
-  Salt Lake City, UT
-  Vancouver, BC
-  Orange County, CA
-  Boulder, CO
-  Breckenridge, CO
-  Waterloo, WI
-  South Mountain Park, AZ
-  Ellicott City, MD
-  Santa Cruz, CA
-  Santa Barbara, CA

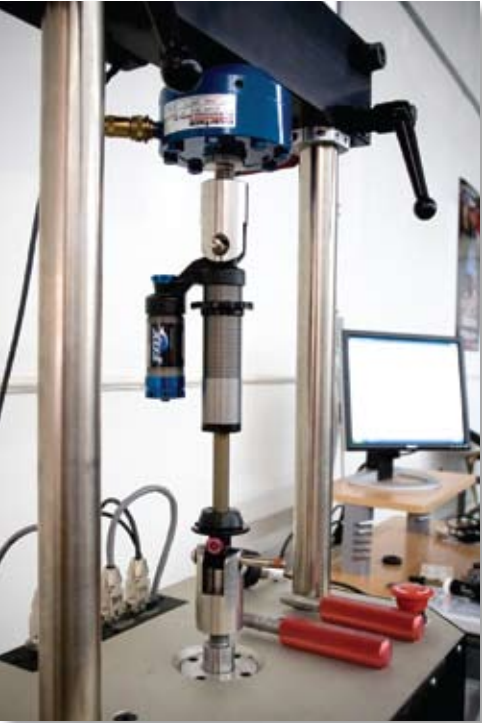
EXPERT RIDERS COUNTLESS REVISIONS HUNDREDS OF TESTING MILES



RIDE TIME IS TEST TIME.

Making the best mountain bikes in the world is a great business to be in. If you're like us, you know there's no better day in "the office" than a day spent riding the trails in an exotic location.

Of course, when your goal is to be the best, trail time isn't only pure enjoyment; it's a helluva lot of work that involves massive amounts of travel and testing time. We perform blind tests on different platforms and shock ratios. We ride the same trails over and over and over, and when we get home, we analyze every observation we record. It's a meticulous process that leaves some of our test riders wondering if there really is too much of a good thing. But at the end of the day, we're confident our test time results in the best bikes ever made.



DREAM. DESIGN. RIDE.

Trek has made the investment to make the best mountain bike on the planet. It's no easy task, but we think we have the right formula: dream, design, ride.

Of course, there's more to the equation than just that. We started by assembling a team of individuals, each experts in their own fields of engineering, design and testing. Then we asked them what tools they needed to succeed.

Their list included things like the right design software to create effective prototypes, the best fabrication facilities money can buy, an off-site testing lab with the right equipment to analyze performance, and a roster of testers calibrated to distinguish even the most minute differences. And with a direct line to the leading suspension manufacturers, our team's investment is one you can appreciate anywhere you choose to ride.



FUEL EX 9.5

MAIN FRAME: Carbon OCLV Black Mainframe with Active Braking Pivot, Full Floater, EVO Link and R1i Tuned Suspension
FORK: Fox TALAS (90-130mm)
REAR SHOCK: Fox RP-23 (120mm), custom tuned for Trek
CRANKSET: Shimano XTR
REAR DERAILLEUR: SRAM X-O
FRONT DERAILLEUR: SRAM X-O
SHIFTERS: Shimano XTR
WHEELS: Bontrager Race X Lite Disc
SIZES: 15.5", 17.5", 18.5", 19.5", 21.5"



FUEL EX 9.0

MAIN FRAME: Carbon OCLV Black Mainframe with Active Braking Pivot, Full Floater, EVO Link and R1i Tuned Suspension
FORK: Fox TALAS (90-130mm)
REAR SHOCK: Fox RP-23 (120mm), custom tuned for Trek
CRANKSET: Shimano Deore XT
REAR DERAILLEUR: Shimano Deore XT Shadow
FRONT DERAILLEUR: Shimano Deore XT
SHIFTERS: Shimano Deore XT
WHEELS: Bontrager Race Life Disc
SIZES: 15.5", 17.5", 18.5", 19.5", 21.5"



FUEL EX 8

MAIN FRAME: Alpha Red Aluminum with Active Braking Pivot, Full Floater, EVO Link and R1i Tuned Suspension
FORK: Fox Float RL (130mm)
REAR SHOCK: Fox RP-2 (120mm), custom tuned for Trek
CRANKSET: Shimano Deore LX
REAR DERAILLEUR: Shimano Deore LX
FRONT DERAILLEUR: Shimano Deore LX
SHIFTERS: Shimano Deore LX
WHEELS: Bontrager Race Disc
SIZES: 15.5", 17.5", 18.5", 19.5", 21.5"
14" WSD, 16" WSD, 18" WSD (not shown)



GEOMETRY CHART FOR FUEL EX (Chart applies to: EX 7, EX 8, EX 8 WSD, EX 9, EX 9.0, EX 9.5)

VIRTUAL FRAME SIZE	15.5"	17.5"	18.5"	19.5"	21.5"	14" WSD	16" WSD	18" WSD
ACTUAL FRAME SIZE	393.7 / 15.5	419.1 / 16.5	445 / 17.5	469.9 / 18.5	508 / 20	368 / 14.5	406.4 / 16	431.8 / 17
HEAD ANGLE	69.5°	69.5°	69.5°	69.5°	69.5°	69.5°	69.5°	69.5°
SEAT ANGLE	72.0°	72.0°	72.0°	72.0°	72.0°	72.0°	72.0°	72.0°
EFFECTIVE TOP TUBE	552.96 / 21.7	591.11 / 23.3	610 / 24	628.26 / 24.7	645.34 / 25.4	525 / 20.7	545 / 21.5	585 / 23
CHAINSTAY	430 / 16.9	430 / 16.9	430 / 16.9	430 / 16.9	430 / 16.9	430 / 16.9	430 / 16.9	430 / 16.9
BOTTOM BRACKET	331 / 13	331 / 13	331 / 13	331 / 13	331 / 13	331 / 13	331 / 13	331 / 13
OFFSET	40 / 1.57	40 / 1.57	40 / 1.57	40 / 1.57	40 / 1.57	40 / 1.57	40 / 1.57	40 / 1.57
WHEELBASE	1052.98 / 41.5	1091.92 / 43	1111.32 / 43.8	1129.86 / 44.5	1147.68 / 45.2	1024.94 / 40.3	1044.99 / 41.1	1085.11 / 42.7
STANDOVER	710 / 28	720 / 28.3	727 / 28.6	733 / 28.9	752 / 29.6	708 / 27.9	728.12 / 28.7	728.12 / 28.7





TREK

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US patents: 5,624,519; 6,270,104B1; 6,679,561B2; 5,931,544, and other patents pending.

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