



44 BIKE CO / TFM-26
TACTICAL FIELD MANUAL



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NH • United States • 2026



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To download the Steel or Titanium Fit Sheets, scan the appropriate QR Code:





LET US BEGIN

I wasn't trained to build bicycles. I was trained to design and build well thought out product that can be manufactured efficiently. Less is more. I define what is necessary. Everything must have a reason for being. Excess is stripped away.

I often reflect on something I overheard from afar: *"That's a nice drawing, but now you have to figure out how to make it."* So much of the design process is rooted in the hands on process of making. Committing oneself to a deep understanding of the production process informs your design decisions. A ride on the trail isn't just a ride: It's a window through which I pass to inform how I make what I make.

The accumulation of skills, training, practice and process stand atop the foundation of education I received and continue to receive. The journey is never ending. The result is a bicycle built to experience the world in which we live. Where will one of my bikes take you?

A stylized, handwritten signature in black ink, appearing to read 'Kristofer Henry'.

Kristofer Eric Henry
designer · welder · connoisseur





ON THINGS FABRICATED }

Much like the trail and the mountains, I hear the call to fabricate. This call is innate: a life without creation is a life I can't imagine. Experience, questions, answers, trial and error. Experiments with the unknown. There's beauty and magic when you create something from scratch.

Through the process of repetition, I've been building and honing my craft. There's still a mountain to climb; hills left unexplored. Luckily I've had some of the best teachers and peers to show me the path.

What's incredibly gratifying about bicycles is that we get to ride them. They take us along a journey. A path of discovery. And much like this ride, the fabrication of these machines follows a similar trail. Fabrication and the journey by bike, welded in harmony, makes my soul sing. Each pedal stroke translates into each weld. The bikes I fabricate are built to produce a note with the trail. Geometry and handling are informed by experience. Where your bicycle takes you, I can only hope to help.



ISO 4210 4.3 APPROVAL

Selective Laser Melting (SLM), Additive Manufacturing, 3D Printing. Its a completely new script for a tired worn out old manual. The military and aerospace industries have pushed this process to its infancy and now its ready for public consumption. With all new technologies and production methodologies, a standards based best practice approach is required. Until those requirements are universally agreed upon by the industry at large, a small shop like my own is left to its own devices to do due diligence on new product: Enter the ISO 4210-6 testing standard.

In the Summer of 2025, I decided to submit my 15-5 SLM yoke to ISO 4210-6 4.3 testing. This is specifically the pedal fatigue test where the frame is subjected to 100,000 cycles at 1200Nm.

I'm proud to say that my design passed this test and will be used moving forward on all custom mountain bike orders in addition to the pending Stock Marauder. Customers now can rest assured that this high stress region of their bicycle is up to the task of heavy pedaling.









GLOSSARY OF TERMS

Head Tube Angle: The angle measured in degrees of the head tubes center line as it bisects a horizontal line defined as the axle centerlines.

Axle to Crown: Distance measured along the head tube centerline from crown race seat to front axle centerline. (Determine axle to crown and account for sag when designing a hardtail.)

Sag: Percentage of fork travel subtracted from axle to crown when fork is weighted by rider in a seated position.

Rake: This is the angle measured in degrees between the steering axis and a vertical line drawn from the front axle centerline. (In the past, this has been confused with offset in the bicycle world. Offset is offset. Rake is NOT offset.)

Offset: The distance measured perpendicularly from the steering axis to the centerline of the front wheel. (DO NOT REFER TO THIS AS RAKE)

Trail: The horizontal distance measured between where head tube centerline/steering axis and the perpendicular vertical distance of front axle centerline intersect with the ground. (More rake = more trail. Less rake = less trail. Simple, huh?)

Front Center: The distance from bottom bracket center to the front axle centerline (I've seen this measured as a pure horizontal distance and/or measured as the hypotenuse of the imaginary triangle formed by the bottom bracket and front axle with the axle centerline).

Reach: The horizontal distance from the center top of the head tube to the bottom bracket center.

Stack: The vertical distance from the bottom bracket to the top of head tube center.

Layback: The horizontal distance from bottom bracket center to seat tube centerline at the vertical and horizontal terminus of reach and stack. (I'd advocate for this to accompany reach and stack – and its a term I've used to explain this important missing measurement).

Cockpit: Center of the handlebar/stem connection measured horizontally to tip of saddle.

Nose: Horizontal distance from saddle tip to saddle rail / seat post clamp center.

Saddle Setback: Horizontal distance from seat post centerline to saddle rail / seat post clamp center.

Effective Top Tube Length: Horizontal distance measured between the top of the head tube's centerline and seat tube centerline.

Actual Top Tube Length: Distance measured along top tube centerline where it intersects with seat tube centerline and head tube centerline.

Seat Tube Angle: Angle of seat tube centerline with horizontal centerline between front and rear axles.

Effective Seat Tube Angle: This is the measurement of the angle between BB center and Saddle Top (with curved or offset seat tubes, this centerline is often invisible).

Saddle Height: Distance measured along seat tube centerline from bottom bracket center to horizontal top of saddle. (Often there is a valley from tip to tail on a saddle so be sure to lay something flat across the saddle to achieve this measurement more accurately).

Bottom Bracket Drop: The vertical distance from the axle center line perpendicular to the center of the bottom bracket.

Bottom Bracket Height: The vertical distance from the bottom bracket center perpendicular to the ground.

Chainstay Length (or rear center): Horizontal measurement from bottom bracket center to rear axle centerline. (When measuring this distance for a singlespeed, its paramount to measure this as the hypotenuse to optimize chain length and dial in tension so the sliders stay as slammed as possible to allow for chain growth.)

Wheelbase: Horizontal measurement from front axle to rear axle centerlines.

RAD / Rider Area Distance: The 2D distance projected and measured between the bottom bracket and grips.





MARAUDER

The New England hardtail: Low slung, aggressive trail bikes built for technically demanding terrain. Rocks, roots, steep punchy climbs, brutal rock gardens, hair raising descents. Enter the Marauder: A platform designed to command this environment. It takes it's design cues from the terrain.

With over 35 years of experience riding the rugged singletrack of the East Coast, the Marauder was born from the pure trail experience.

Low slung, progressive geometry and striped down purpose built simplicity; the Marauder is the quintessential 21st century hardtail mountain bike. Many have left their mark on this icon. This is mine.

















WHAT IT TAKES

Understanding what you want your bicycle to do is paramount. Visualize the requirements you need: How will you use the bicycle, how will you ride it, what terrain will you be frequenting? Think about the end use. This helps to inform how your bicycle takes shape and what components and options to spec. I can help facilitate all this, but really knowing and achieving a level of understanding will help you immensely. But this is not to be confused with "my way or the highway". My job after all is to listen to what you, the client, wants and translate that into the bicycle you need. There is a huge difference between want and need. Put your trust in me as your chosen builder to do well by what you ask. Be willing to listen as I have listened to you. After all, my long standing refinement mantra is and will always be...

**BUILD
RIDE
REPEAT**



HUNTSMAN

Whether you're in search of singletrack, dirt or paths less traveled; we're all looking to escape. To leave pavement behind in search of adventure and to wonder what lies beyond the known horizon.

Luckily, not all roads are paved. Some roads are near while others are far. A machine tailor made to tackle the unknown? Enter the Huntsman.

Strip it down for fast excursions or load it up for the long haul. Big tires or skinny tires. Room for mud. Room for fenders. Simple pleasures by wheel. The Huntsman offers it all and then some.





SWEAR TO SHRED

TIGHTEN
15Nm

CANE CREEK

MADE IN USA











↑
GET
/ **LOST**
↓





SNAKEDRIVER

So you like to climb and earn your descents? Jib on features, bunny hop over logs, and boost off of stumps? Lean hard and carve turns? Manual and foot plant over rock walls? The Snakedriver has it and then some.

Straight forward simplicity with an eye to serviceability and ease of maintenance wrapped in a tight 140mm/120mm travel flex-pivot package. This is one highly tunable and aggressive trail build.

It's all built around a material made to perform: Steel. There's nothing finer. Stiffness where you want it. Compliance where you need it. Push hard, snap through turns, put power through the pedals and go loud, fast and ugly down hill. Everybody wants some. *YOU NEED THIS.*





















SO YOU WANT TO BE A FRAMEBUILDER?

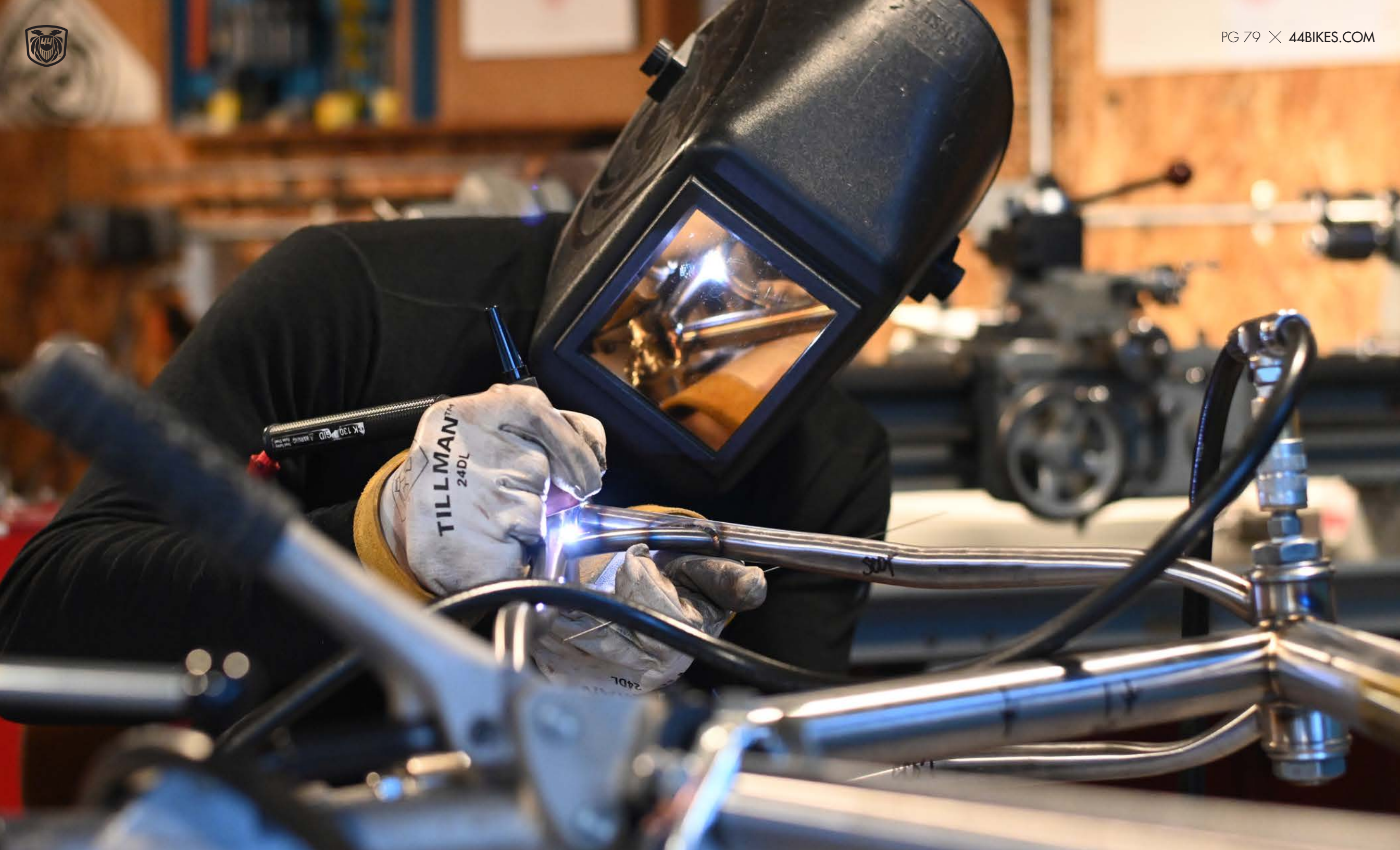
The business of Framebuilding is not an easy one. Its incredibly demanding in the sense you need three essential skill sets: Business and marketing acumen, practical applied design and fabrication skills and financial resources. If you're missing any of those three, the uphill road that is framebuilding gets exponentially steeper.

Experience occurs over the course of time. With time comes proficiency. With proficiency, you approach mastery. Very few reach mastery of all 3 skill sets; it's an exception, not a given. "Success" is often a moving target because of this diverse set of stacked skills required. I put that first word in quotes because success is often measurable but in unconventional means. Successfully completing a frame with no mistakes is often the initial measure of ones success. Completing a sale is another. Gathering a clientele that responds to your wares is another measure of success. Getting that same client base to put down hard earned cash for those same wares is yet another. Now actually making a living building competently fabricated bicycles built to a standard and making a living doing so where the business is self sustainable? That is a completely other level of success. All of this takes time, patience, personal due diligence, determination and again finances.

We all spend a lot of time developing our skills that build a better bicycle. This is a very rewarding and exciting aspect of ones craft. The endless pursuit of perfection is the essence of "craftsmanship". But this is only one aspect of running a business. Knowing ones craft and building to a standard above bar should be a given. What we often lose sight of are the other facets of running a business which could arguably be even more important than the actual act of building a bicycle. Those are the skills of marketing and most importantly: Selling.

If you do not know how to get your name out there, aka building "brand awareness", you cannot begin to go about the act of selling your wares. Sheer talent does not sell bicycles. I can count on one hand who has achieved this and this primarily is being in the right place at the right time when that business owner catches a tremendous break. Let me repeat that and add an important thought: Sheer talent, proficiency, or even mastery of one's craft should not be conflated with one's ability to make a sale. These are entirely different skills, all of which are required to run a "successful" business. Just as you pour tremendous amounts of time and effort into progressing those skills required to build a bicycle to a standard, so must you pour that same time and effort into the other skills required of running a business. I'm talking about marketing. I'm talking about sales. I'm talking about design. I'm talking about brand building. If you lack any of those or some are rusty: You need to work develop those skills just as you foster and quench that desire to build a better bicycle.

I don't have all the answers. No one does. But I do know this: Just as there's an art to building and selling bicycles, there's an art to knowing how to market oneself.





I first got my taste of metal officially somewhere back in 1995. I was fresh out of high school, enrolled at the Pennsylvania State University, and attempting to find my life path. I had started out declaring my major as Biology, but I have to admit: one week of Introduction to Biology was all it took to begin the internal dialogue of "what in the hell am I even doing here?" Something was terribly missing. I had a passion for the arts deep down inside of me but I saw it as a 'hobby' that no path from which could be forged. Boy was I wrong. As a test, I signed up for an introduction to silver smithing. That first day holding a torch, observing my professor and early mentor, Leslie Loupe, using the heat of the torch to draw the silver brazing wire around a joint was pure visual delight. The hook was firmly set.

In the ensuing days, months and years, I was taught that every file stroke mattered, each decision must have a reason, every mistake was an opportunity. Mastering the fundamentals was the solid foundation from which to build my craft. There is no substitute for continually honing your process. Each day is a fresh start and an opportunity for learning. This was my starting point.





PROGRESSIVE } SIMPLICITY }

This is my ethos of constant evolution and pushing boundaries in form and function to achieve the most simple, straight forward solution

Every detail is considered. Every decision is functionally driven with an eye to aesthetic balance. Everything has a reason for being. There is no room for excess in this methodology. If its frivolous, its excluded. If it serves no purpose, its eliminated.

To the uninitiated, these are not toys nor are they tools. They are by nature pure utility. They are purposefully designed to be an extension between rider and terrain.

The driving design parameter is to bring to bear only that which is necessary for the task. This idea of *stripped down simplicity* is pervasive in all of my work and each bicycle embodies this concept wholeheartedly from axle to axle.



ANALOG EXPERIENCE }

At the heart of riding a bicycle is simplicity. Yet, the Industry has reinvented itself to the point we need new words to describe our bicycles to justify how an eBike or electronic shifting sits in the pantheon of bicycles and components. On your next ride, rejoice in the act of pushing on a pedal to propel yourself forward. Repeat slowly & enjoy the scenery. Repeat rapidly, become lost in an otherwise hectic world and the path ahead becomes your sole focus.



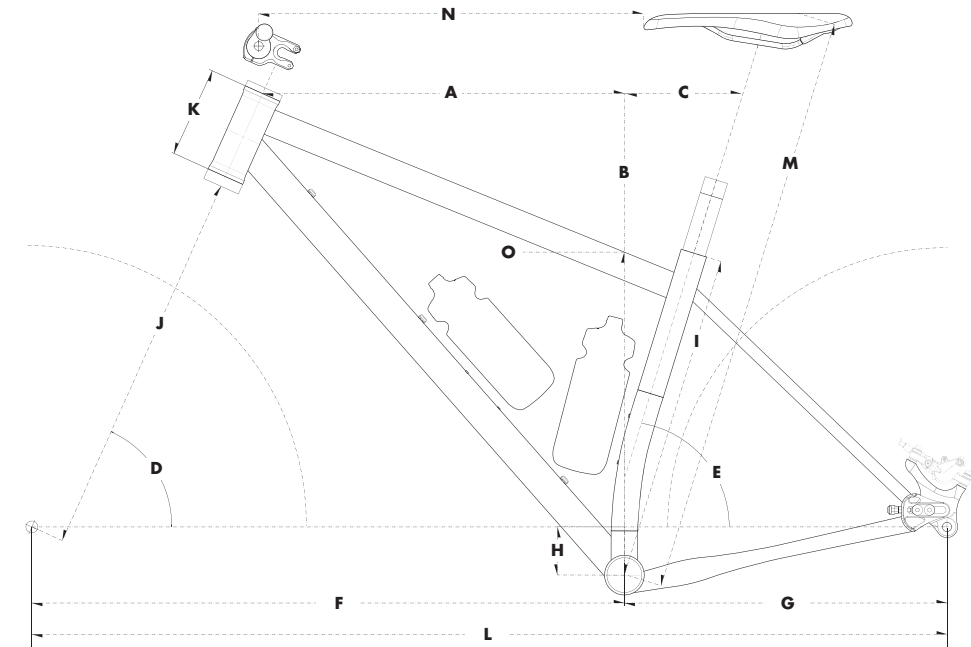
TECH SPECS }

I've attempted to be as thorough as possible with the proposed stock technical specifications. You'll take note that there are common measurements we're all accustomed to but there's a handful of additional measurements I provide that most industry OEM's do not provide.

These allow for a more accurate view for the potential customer when it comes to checking and comparing the fit of a new bicycle frame with your existing frame specs. If there's any additional questions, you can always reach out directly to me but I firmly believe these paint one of the clearest pictures of any bicycle currently on the market. Reference the "Glossary of Terms" earlier in this manual for a complete set of definitions on fit and geometry.



TECH SPECS }

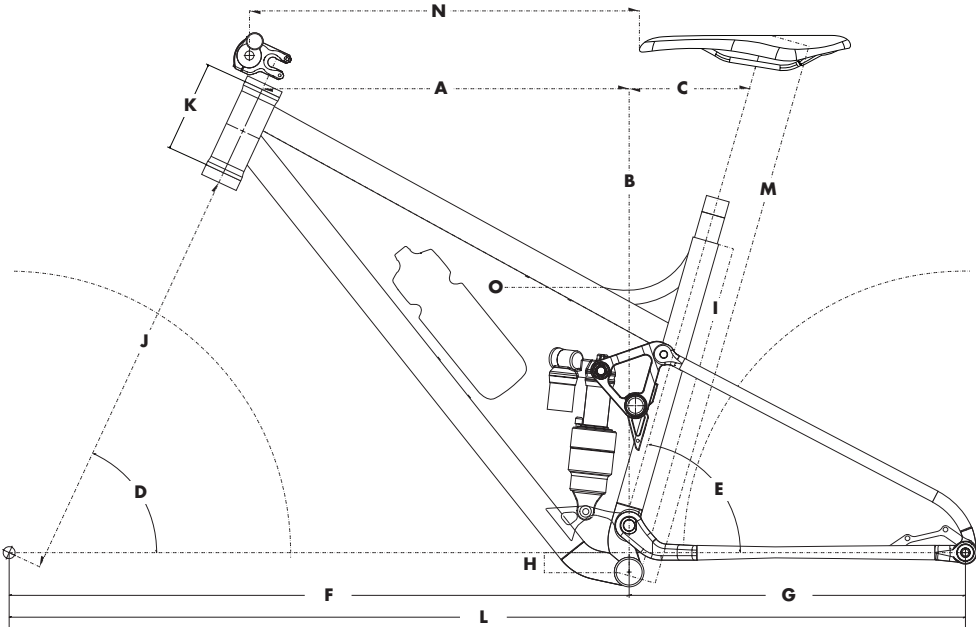


MARAUDER	SMALL	MEDIUM	LARGE	X-LARGE
A. Reach	435	452	477	502
B. Stack	615	624	634	644
C. Layback	149.5	152	156.5	159
D. HT Angle	66°	66°	66°	66°
E. ST Angle (Actual/Effective)	73° / 75°	73° / 75°	73° / 75°	73° / 75°
F. Front Center	729	750	781	809
G. Rear Center	425	425	425	425
H. BB Drop / BB Height	63.5 / 305	63.5 / 305	63.5 / 305	63.5 / 305
I. ST Length	387	406	432	470
J. Axle To Crown (20% sagged)	501	505	512	512
K. HT Length	110	115	120	130
L. Wheelbase	1,154	1,175	1,206	1,234
M. *Saddle Height	711	737	775	813
N. *Cockpit (30/40/50mm Stem)	461/471/480	478/488/497	508/518/527	543/553/562
O. Standover	687	707	731	754
Travel	120	130	140	140
Offset	44	44	44	44
MAX Insertion / Range	200/120-175	230/150-175	250/150-200	279/150-210
SS/UDH	YES / YES	YES / YES	YES / YES	YES / YES

***NOTE: Saddle Height and Cockpit lengths are sample dimensions per size. Please use these to reference your personal dimensions but realize these are samples ONLY.**



TECH SPECS }



SNAKEDRIVER	SMALL	MEDIUM	LARGE	X-LARGE
A. Reach	435	460	480	505
B. Stack	613	626	631	640
C. Layback	152	155	157	157
D. HT Angle	65°	65°	65°	65°
E. ST Angle (Actual/Effective)	74° / 76°	74° / 76°	74° / 76°	74° / 76°
F. Front Center	757	789	811	841
G. Rear Center	444	444	444	444
H. BB Drop / BB Height	25 / 343	25 / 343	25 / 343	25 / 343
I. ST Length	388	419	434	483
J. Axle To Crown	545	555	555	555
K. HT Length	110	115	120	130
L. Wheelbase	1195	1227	1249	1279
M. *Saddle Height	711	737	762	813
N. *Cockpit (30/40/50mm Stem)	457/467/477	485/495/504	508/518/527	530/539/548
O. Standover	696	707	713	734
Shock (length x stroke)	185x50	185x50	185x50	185x50
Travel (Front/Rear)	130 / 120	140 / 120	140 / 120	140 / 120
Offset	44	44	44	44
MAX Insertion / Range	266/120-175	292/150-175	312/150-200	377/150-210
UDH	YES	YES	YES	YES

*NOTE: Saddle Height and Cockpit lengths are sample dimensions per size. Please use these to reference your personal dimensions but realize these are samples ONLY.



*PARTS 4-6 & 10
REQUIRED FOR
1.5" ROUND
DROPOUTS

*PARTS 7-9 & 10
REQUIRED FOR
1.25" ROUND
SNAP-RING
DROPOUTS

*PARTS 11-12
REQUIRED FOR
SRAM T-TYPE
DRIVETRAINS

PART No.	DESCRIPTION	SOURCE
1	18-8 M3x.5mm x 4mm / QTY. 2	MMC / 92095A471
2	BARREL ADJUSTER / QTY. 2	PMW / CS4013
3	18-8 M5 x 0.8 mm / 10 mm / QTY. 4	MMC / 92095A208
4	18-8 M4 x 0.7mm SCREW / QTY. 2	MMC / 92125A192
5	ROUND D.O. INSERT LONG / QTY. 1	PMW / B4081
6	ROUND D.O. INSERT SHORT / QTY. 1	PMW / B4080
7	SNAP-RING 20mm ID / QTY. 1	MMC / 90301A335
8	SNAP RING INSERT SHORT / QTY. 1	PMW / B4085
9	SNAP RING INSERT LONG / QTY. 1	PMW / B4086
10	THRU AXLE 142xM12x1.5 / QTY. 1	PMW / MS0072
11	UDH TA 142x12x1mm / QTY. 1	PMW / SK4113
12	UDH / QTY. 1	SRM / UDH
LEGEND		
MMC	MCMASTER CARR	
PMW	PARAGON MACHINE WORKS / FIRSHAND FRAMEBUILDING	
SRM	SRAM	

*NOTE 1: Hover over part number in parts tree and click link to source for purchase.

**NOTE 2: PART NO. 2 is available in 3 material types:
Aluminum (listed) / PMW PART No. CS4013
Stainless Steel / PMW PART No. CS1013
Titanium / PMW PART No. CScs0013

CRITICAL SPECS STANDARDS AS BUILT TO DATE

HEAD TUBE	ZS44 Top - EC44 Bottom
BOTTOM BRACKET	T47 x 73mm External Cup
	T47 x BB86 Internal Cup
	BSA 68mm External Cup
SEAT TUBE OD	34.9mm OR 31.8mm
SEAT POST	30.9mm OR 27.2mm
REAR THRU AXLE	142mm x 12x1.5mm for B4080, B4081, B4085, B4086
	142mm x 12x1mm for SRAM UDH



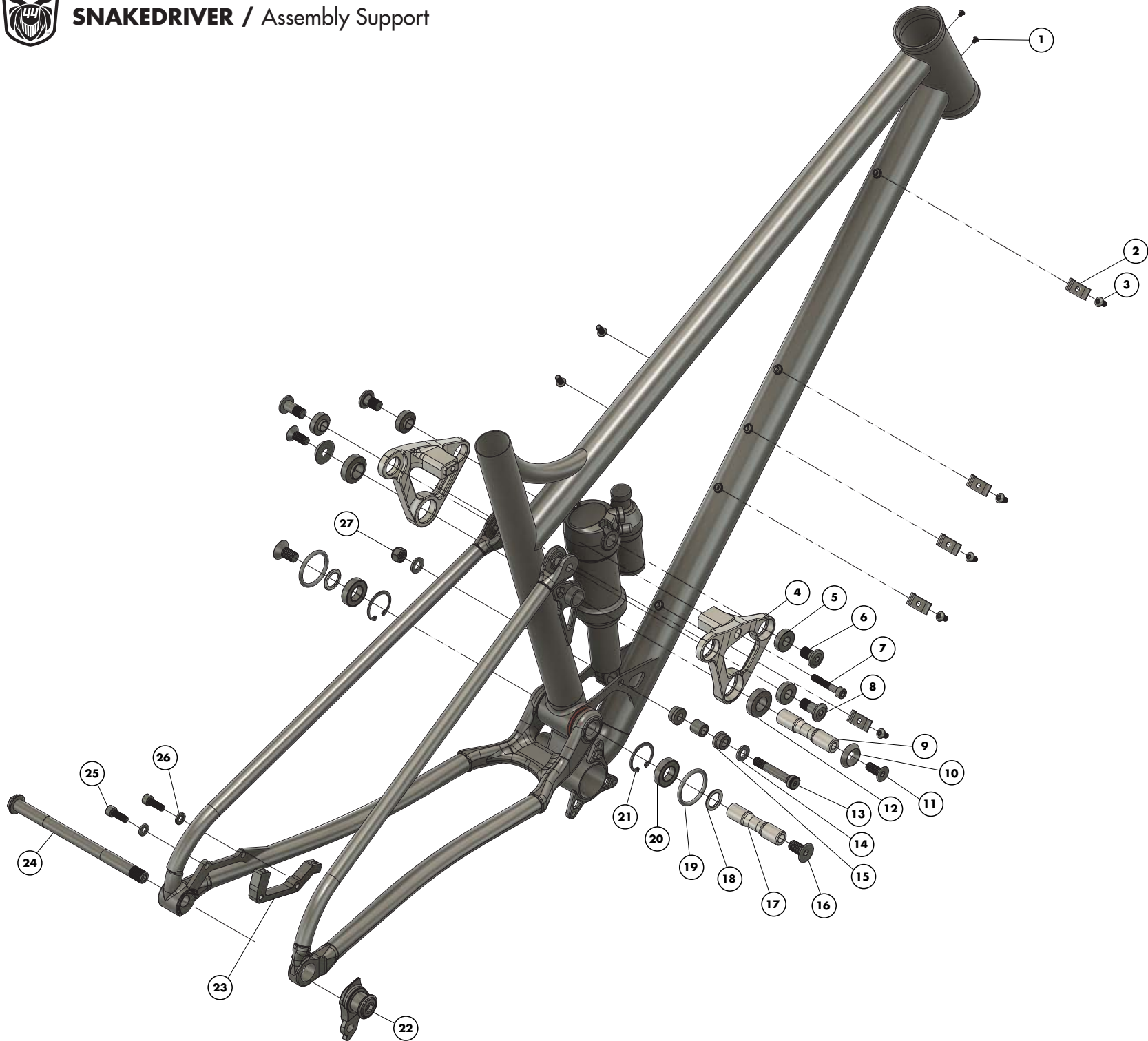
***PARTS 15-18
REQUIRED FOR
SRAM T-TYPE
DRIVETRAINS**

PART No.	DESCRIPTION	SOURCE
1	18-8 M3x.5mm x 4mm / QTY. 2	MMC / 92095A471
2	TRIPLE CLAMP / X3 5.2MM / QTY. 2	PMW / CC4314
3	18-8 M5 x 0.8 mm / 10 mm / QTY. 2	MMC / 92095A208
4	18-8 M5 WASHER / QTY. 2	MMC / 93475A240
5	18-8 M5x0.8mm Nylock Nut / QTY. 2	MMC / 93625A200
6	18-8 M5x0.8mm Nut / QTY. 2	MMC / 91828A241
7	BRASS THUMB NUT / QTY. 2	PMW / MS5001
8	18-8 M5x.8mm SCREW / QTY. 2	MMC / 91292A129
9	SLIDER WASHER / QTY. 2	PMW / MS1013
10	M8x1.5MM 12PT TI SCREW / QTY. 2	PMW / MS0072
11	DS HANGER INSERT / QTY. 1	PMW / B4137
12	DS SINGLESPEED INSERT / QTY. 1	PMW / B4139
13	NDS PM160 INSERT / QTY. 1	PMW / SK4081
14	THRU AXLE 148x12x1.5mm / QTY. 1	PMW / B4027
15	UDH TA 148x12x1mm / QTY. 1	PMW / SK4113
16	UDH NDS PM160 INSERT / QTY. 1	PMW / DR4146BK
17	UDH DS DOUBLE NUT / QTY. 1	PMW / MS1020
18	UDH DS INSERT / QTY. 1	PMW / DR4145BK
LEGEND		
44	44 BIKES	
MMC	MCMASTER CARR	
PMW	PARAGON MACHINE WORKS / FIRSTHAND FRAMEBUILDING	

***NOTE:** Hover over part number in parts tree and click link to source for purchase.

****CRITICAL SPECS**

HEAD TUBE	ZS44 Top - EC44 Bottom
BOTTOM BRACKET	T47 x 73mm External Cup
SEAT TUBE OD	34.9mm
SEAT POST	30.9mm
REAR THRU AXLE	148mm x 12x1.5mm for B4027 148mm x 12x1mm for B4028



PART No.	DESCRIPTION	SOURCE
1	18-8 M3x.5mm x 4mm / QTY. 2	MMC / 92095A471
2	TRIPLE CLAMP / X3 5.2MM / QTY. 5	PMW / CC4314
3	18-8 M5 x 0.8 mm / 10 mm / QTY. 7	MMC / 92095A208
4	2 PIECE ROCKER / QTY. 1	44 / 44-RKR-R3
5	6900 LLU MAX-E BOSL / QTY. 4	END / 6900 MAX-E
6	TRUNNION BOLT M10x1x16 / QTY. 2	PNR / M10x1x16mm
7	18-8 M6 x 1mm / 35mm / QTY. 1	MMC / 91292A141
8	ROCKER BOLT M10x1x22 / QTY. 2	44 / 44-RKR-BR
9	ROCKER PIVOT AXLE 15X68 / QTY. 1	44 / 44-RPA-A1
10	M8 FINISH WASHER / QTY. 2	MMC / 97280A128
11	18-8 M8 x 1.25mm x 20mm / QTY. 2	MMC / 92125A284
12	6902 LLU MAX-E BOSL / QTY. 2	END / 6902 MAX-E
13	18-8 M8 x 1.25mm x 35MM / QTY. 1	MMC / 91273A433
14	18-8 M8 WASHER / QTY. 2	MMC / 93475A270
15	30mm SHOCK NEEDLE KIT / QTY. 1	RWC / 30MM KIT
16	18-8 M10x1.5mm x 20mm / QTY. 2	MMC / 92125A333
17	MAIN PIVOT AXLE 15X68 / QTY. 1	44 / 44-MPA-A1
18	ROCKER PIVOT SPACER 2mm / QTY. 2	44 / 44-MPS-S1
19	O-RING 3.5mm x 31.7mm ID / QTY. 2	MMC / 9262K798
20	6902 LLU MAX BOSL / QTY. 2	END / 6902 MAX
21	INT. SNAP RING 28mm ID / QTY. 1	MMC / 98455A126
22	UDH / QTY. 1	SRM / UDH
23	ISO ADAPTER PM180 / QTY. 1	SHM / SM-MA-R180P/S
24	THRU AXLE 148x12x1mm / QTY. 1	PMW / SK4113
25	18-8 M6x1mm x 18mm / QTY. 2	MMC / 91292A136
26	18-8 M6 WASHER / QTY. 2	MMC / 93475A250
27	18-8 NYLOCK M8 x 1.25mm / QTY. 1	MMC / 93625A114
LEGEND		
44	44 BIKES	
END	ENDURO BEARINGS	
MMC	MCMaster CARR	
PMW	PARAGON MACHINE WORKS / FIRSTHAND	
PNR	PINNER MACHINE SHOP	
RWC	REAL WORLD CYCLING PRODUCTS	
SHM	SHIMANO	
SRM	SRAM	

***NOTE:** Hover over part number in parts tree and click link to source for purchase.

****CRITICAL SPECS**
HEAD TUBE ZS44 Top - EC44 Bottom
BOTTOM BRACKET BSA x 73mm External Cup
SEAT TUBE OD 34.9mm
SEAT POST 30.9mm
REAR THRU AXLE 148mm x 12x1mm for B4028



MY PLEDGE · Proudly Made in the USA

Each 44® Frame is built right from my shop here in New England. I take tremendous pride in the fact that each one is made by hand in the USA from U.S. sourced materials whenever possible. I don't choose fly by night operations; only the finest craftsmen are employed for component, material, paint / finishing work. Whenever possible, I spec only OEM's that make their components in these great 50 states. Your frame is guaranteed for the life of the rider. Rest assured that if something does happen, you're covered. RIDE each one with pride.

Signed in Ink

Approved by

x

KRISTOFER E. HENRY / FOUNDER - 44 BIKES

BICYCLE DESIGN · WELDING · SHREDDING · HEAVY LIFTING · GENERAL CONVERSATION · CONNOISSEUR

ABOUT THIS PUBLICATION

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K. HENRY

FONT FAMILY

FUTURA



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MADE TO SHRED™



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