

**Prairie Crow Bikeworks, LLC**  
**Frame & Fork Services**  
**Master Price List**  
Updated 1/22/2019



The following prices are provided as honest guidelines.  
Final pricing subject to in-person inspection of frame/fork.  
-Alex

**Braze-On Labor:**

**\*\* does not includes part**

braze-on removal - \$15

Paint removal - \$5 per braze-on site

Minimum Torch Charge - \$15

misc cable housing guides/stops – \$25

waterbottle bosses (pair) – \$55

waterbottle bosses with reinforcements (pair) – \$65

threaded 'thru-tube' boss (like water bottle boss, but single) - \$25

Threaded 'thru-tube' boss with reinforcement (single) - (35)

Rack mounts, spool style, pair, stays or fork- \$40

Rack mounts, Constructeur Style/Tab style - \$30\*\*

Eyelets (fender, light mount, etc) threaded 5mm or 6mm, single - \$25

Shifter bosses, pair – \$40

Cantilever Studs, pair/one set – \$65

Centerpull Studs/Bosses, pair/one set - \$75\*\*

Threaded STI housing stop, cast, (single) – \$25\*\*

Housing Stop with traditional 5mm barrel adjuster - \$35

Cantilever/Centerpull rear cable hanger – \$45

Cantilever/Centerpull rear cable hanger, heavy duty/asym with 5mm barrel adjuster - \$60

ISO disc tab front \$65 - \$110 \*\*

ISO disc tab rear \$65 - \$150 \*\*

Spoke Carrier – 45

Small 'ding' filling – 20 per; there is no extra material charge for this cosmetic repair.

**Main Frame Repair/Structural Frame Repair**

These are all replacement repairs. Since appropriate replacement parts will vary widely, these prices

are for the labor only. the quoted prices also cover only the tube replacement, not braze-ons on the tube. See the above braze-on section for those prices if you are having a tube replaced that also has, for example, water bottle bosses.

Dropouts, pair – \$190  
Dropouts, single – \$95  
Chainstay Bridge – \$75  
Seatstay Bridge – \$75  
Seatstay – \$170  
Chainstay – \$170  
Steerer Tube (only done on certain fork crown models) – \$135  
Head Tube, Down Tube, or Top Tube – \$175  
Bottom Bracket Shell – \$230  
Bottom Bracket Shell thread repair/replacement – \$45-\$100

### **Alignment-**

- Fork Blades - 40
- Front Dropout alignment - 15
- Rear Dropout alignment/reshaping - 25
- Respace & Align rear triangle – 30
- Check & Properly Align Frame – 40
- Full Frameset Alignment (frame & Fork) – 70
- Minimum torch charge (sometimes needed for dropout or hanger alignment) - \$15

### **Important, Please Read!**

→ Aside from the noted exceptions, braze-on pricing includes parts as long as we use my stocked part. I am happy to use another specified specialty braze-on of a style of your choosing, but there may be an additional part charge and shipping time may extend the repair turnaround time. Uniqueness is great!

→ There is a charge to disassemble complete bikes and/or remove component systems for completing frame repair on a complete bike. I.e, to repair a braze-on at the bottom bracket shell the bottom bracket, crankset, and cable routing in the area needs to be removed. If the frame is without parts, this is not an issue. If there are parts that I need to remove (and perhaps reinstall) there is minimum charge of \$15. That minimum charge increases depending on the amount of disassembly and desired reassembly. We will discuss this charge ahead of time, of course. All costs & services will be discussed and agreed upon prior to any work beginning.

### **Repair & Modification Information**

To me, repair has two general categories: repairing damaged braze-ons vs repairing damaged frame tubes. Damaged braze-ons are usually not structural; repairing a damaged cable housing guide consists of removing the old part and attaching a new replacement. In this area there is lots of crossover with modification (modification just tends to be something you decide you want, rather than something you need to do!)

The second category, tube replacement, is a structural repair. Small dents in tubes can be filled with silver and filled smooth, but most dented, creased, cracked, bent, or otherwise compromised frame tubes need to be removed and replaced completely. The prices on the preceding pages are as close and

all-encompassing as I can get on paper without seeing your unique type of frame damage. Frames are diverse in their setup and design; repair methods, options, and cost can differ.

All repair and modification requires in-person inspection for the final quote, especially for tube replacement. Generally for braze on work the pricing is within 5-15% of the price listed on this page. All brazing is done with high quality, low temperature, nickel silver unless brass is better suited for special circumstance.

**Framesets, built to order or stock specialty frames** (frame and fork, includes single color powdercoat or wetcoat, price will vary slightly between these two paint options)

→ These prices are guidelines/ranges. There are limits to how cheaply I will spec a tube-set, but not limits to how high a quality we can build with. “Road” and “Tour” category are really similar in pricing range, and can differ based on intended use, lugs chosen, and options. I made the tour range run a bit higher to take into account internal dynamo wiring, wider tire clearance requiring additional design, more braze ons, and more fun and fuss in general. Of course, depending on how high your dreams soar, we may go beyond the ranges below. While I prefer to build a fork to match your custom frame, I am happy to use stock production forks of high quality, and we can reduce the cost accordingly. In the other direction, of course, these prices are not a ceiling; if you dream of ornately custom carved lugs, super high end modern or hard to find vintage tubing, and accents of polished stainless steel, we can discuss price and make it happen.

Frameset pricing (included fork)-

Track: 1300-1500

Traditional Road: 1700-2000

Tour/All-Terrain/Cross: 1700-2750

Stand-alone/'replacement' forks \$280 - \$475

### **Custom Luggage Racks**

All Prairie Crow custom racks are made of aircraft-grade 4130 steel tubing. Pricing for custom racks is similar to frameset pricing in that there is so much variability in purpose and design that it is difficult to state exact prices prior to know your particular luggage rack needs. The ranges below should help though, if you are considering having a custom rack made.

Rack pricing does not include finish/paint. See prices for options below.

Front Platform rack/bag support (no low pannier mounts) - Starts at 150

Front Porter/Courier/delivery rack - Starts at 220

Rear Platform rack/bag support (no low pannier mounts - starts at 150

Rear Pannier rack - starts at 275

Dual Level Deco front rack (platform and low pannier mounts - starts at 310

### **Finishes~**

Nickel plate - 180

Powder coat (matte, satin, or gloss) - 50

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he/him pronouns