




PEERLESS PERFORMANCE BICYCLES



IT'S ALL ABOUT THE RIDE.

If aggressive off-road riding is your passion, the art of designing high-performance mountain bikes is David Turner's obsession. The results of David's obsessive commitment to performance are impressive. Ask Geoff Kabush. In two seasons, the most dominant force on North American off-road cycling has won four NORBA and two Canadian national championships aboard a Turner Nitrous.

Six years ago, Turner introduced the DHR. Our hard-core downhill race machine earned instant respect on the NORBA and World Cup circuits. Key among the DHR's features was a solid, non-floating disk brake mount and no pivots on the dropout. Racers praised the DHR's rock-steady chassis. Pedal energy transfer was instantaneous. Applying the DHR's rear brake stabilized the bike by countering fork dive with a rear suspension that reduced forward pitch. After years of success with this system, David applied key design elements from the DHR to the cross-country frames in this year's Turner line. The result: the most stable and best-handling suspension frames we've ever developed.

As David sees it, there are five demons that can ruin suspension performance: chain-torque induced suspension lock-out, brake jack, pivot wear, unreliability and complexity. Countless hours of R&D and relentless testing confirm what David has known for years—the function of any suspension design depends on how the rear axle moves in relation to the bicycle's drivetrain. If a suspension system isn't tuned and designed with each bike's purpose in mind, torque forces from braking, pedaling and shock compression and rebound can ruin chassis dynamics and handling. A well-designed frame forms a seamless connection between the rider and the ground beneath him. Great bike frames do their job transparently without forcing you to learn and compensate for their idiosyncrasies. At Turner, we simply make great frames. One ride and you'll see what Turner owners have been saying for over eleven years.

CONTENTS:

MODEL	TRAVEL	SPECIALTY	PAGE
DHR	8.5"	PROFESSIONAL DH RACING	4
HIGHLINE	8"	AGGRESSIVE EXTREME RIDING	6
RFX	6"	ALL-MOUNTAIN FREERIDING	8
FIVE SPOT	5.3"	ROUGH TRAILS; EPIC ADVENTURE	10
FLUX	4"	XC COMPETITION; ULTRA RACE	12
NITROUS	3"	PRO XC COMPETITION	14



DHR

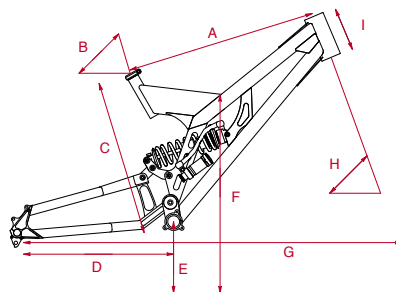
Year in and year out our celebrated long-travel DH machine is still winning races. The 2006 Turner DHR benefits from a Fox DHX 5.0 custom remote reservoir shock. The DHR's unified BB shell and swingarm pivot with extra-wide bearing journals improves acceleration by reducing torsional deflection under heavy pedaling forces. For maximum versatility and longer service life, the DHR's 1.5-inch head tube accepts huge bearings, insuring maximum reliability from the headset. Using 6061 T-6 box-section aluminum tubing in its construction allowed the American craftsmen who build the DHR to maximize strength and lateral rigidity. The result is a pure downhill racer that wins praise as often as it wins championships.

Frame Specifications

Weight	Wheel Travel	Head tube Angle (H)	Seat tube Angle (B)	Chainstay Length (D)	Seatpost Diameter	BB Height (E)	Axle to Crown
12.3 lbs.	8.5"	65.0°	N/A	17.5"	27.2 mm	14.6"	570mm

Sizes Available

	Top Tube Length (A)	Seat Tube Center to Top (C)	Head Tube Length (I)	Rec'd Rider Height	Wheelbase (G)	Standover Height (F)	Standard Color
Sm	20.3"	15.4"	4.5"	< 5'6"	44.8"	30"	Gloss White Powdercoat
Med	21.5"	16.8"	5"	5'7"-5'10"	45.6"	30"	
Lrg	22.6"	18"	5"	5'11"+	46.5"	31"	



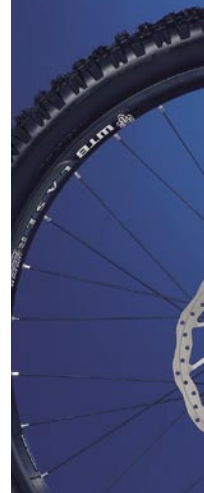
Fox DHX 5.0 coil shock with remote reservoir



CNC-machined 1.5-inch head tube with top- and down-tube gussets



Billet 6061 T-6 aluminum seatstay yoke/shock mount





A pure downhill racer
that wins praise as often as
it wins championships.

HIGHLINE

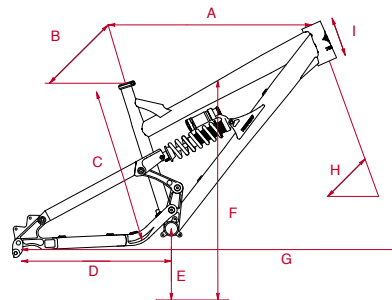
With its brilliantly simple and dependable frame design, the 2006 Turner Highline is ready for primetime. The Highline was designed after extensive consulting with freeriders who ride bikes that dwell in the upper limits of travel and mass, but who still want the option of pedaling to the top of the mountain. Once prototypes proved capable of surviving everything we threw at them, manufacturing and assembly began right here in America. Every hucker and hard-core rider lucky enough to own this year's Highline will see the way he rides change forever. It's that good.

Frame Specifications

Weight	Wheel Travel	Head Tube Angle (H)	Seat Tube Angle (B)	Chainstay Length (D)	Seatpost Diameter	BB Height (E)	Axle to Crown
10.5 lbs.	8.0"	66.5°	72°	17.2"	27.2 mm	15.2"	570mm

Sizes Available

	Top Tube Length (A)	Seat Tube Center to Top (C)	Head Tube Length (I)	Rec'd Rider Height	Wheelbase (G)	Standover Height (F)	Standard Colors Soot Black Ano, Flat Ano Aluminum
Sm	22"	15"	4"	< 5'6"	N/A	31.4"	
Med	23"	18"	4.5"	5'7"-5'10"	N/A	31.7"	
Lrg	24"	21"	5"	5'11"+	N/A	32.7"	



12mm 7075 al thru-axle with 6061 billet aluminum axle nut and derailer hanger (also Shimano Saint compatible)



Fox DHX 5.0 coil spring shock with piggyback reservoir



Custom-formed 6061 T-6 tubing, made in USA by Worth Aluminum





The Highline will change
the way huckers and
hardcores ride forever.

RFX

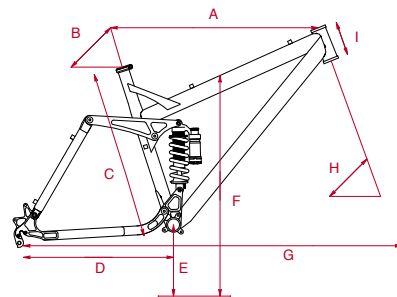
Ride Free Extreme? Rocking Freaky XC? Radically Fast and Excellent? We're not sure what RFX stands for either, and frankly it doesn't matter. One ride and you'll wonder why we don't call our most highly evolved suspension frame "The best 'all-mountain' bike on the planet." The RFX's multi link rear end, billet 6061 rocker arms and integrated BB/swingarm pivot assembly are beautiful, proven and bulletproof. Every suspension member on the RFX pivots on Kevlar composite bushings that are impervious to the ravages of moisture and abrasive debris. Suspension travel on the RFX is highly reactive to both big hits and high-frequency stutter bumps. Thanks to proper pivot engineering, the effects of pedaling and braking forces don't adversely affect the axle path or the RFX's suspension performance on varied terrain.

Frame Specifications

Weight	Wheel Travel	Head Tube Angle (H)	Seat Tube Angle (B)	Chainstay Length (D)	Seatpost Diameter	BB Height (E)	Axle to Crown
8.5 lbs. w/ coil 7.7 lbs. w/ air	6.0"	68.0°	72.0°	17.1"	27.2 mm	14.25"	535mm

Sizes Available

	Top tube Length (A)	Seat Tube Center to Top (C)	Head Tube Length (I)	Rec'd Rider Height	Wheelbase (G)	Standover Height (F)	Standard Colors
Sm	22.5"	16"	4"	< 5'6"	43.4"	31.4"	Grey Ano, Green Ano
Med	23.4"	18.5"	4"	5'6"-5'10"	44.3"	31.5"	
Lrg	24.3"	20"	5"	5'10"-6'1"	45.7"	32.0"	
XL	25.2"	22.5"	5"	6'2"+	46.2"	33.0"	



CNC-machined BB/swingarm pivot and chainstay yoke. (Fox DHX 5.0 coil shock standard; DHX 5.0 Air optional)



Sloping top tube with reinforced seat mast



Butted and custom-formed 6061 T-6 aluminum tubing





The best all-mountain
bike on the planet.

FIVE SPOT

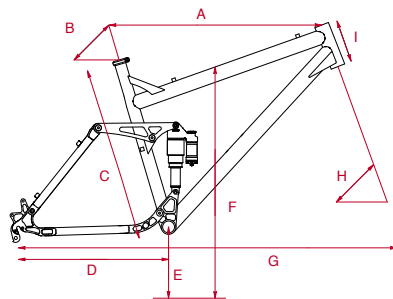
Combine the finesse of a championship-winning Turner cross-country frame with the brawny build quality of our legendary RFX and you get the Five Spot. Five-point-three inches of rear axle travel put our most popular suspension frame on top of the heap among long-travel XC machines. But unlike so many mid-travel bikes available, the Five Spot is trim enough to make cross-country cycling on steep terrain over long distances physically possible for mortal riders. Turner's proven TNT maximizes suspension performance through the rear axle's entire range of travel by eliminating brake jack and chassis lift from chain torque.

Frame Specifications

Weight	Wheel Travel	Head Tube Angle (H)	Seat Tube Angle (B)	Chainstay Length (D)	Seatpost Diameter	BB Height (E)	Axle to Crown
7.3 lbs. w/ coil 6.5 lbs. w/ air	5.3"	69°	73.5°	16.9"	27.2 mm	13.25"	501mm

Sizes Available

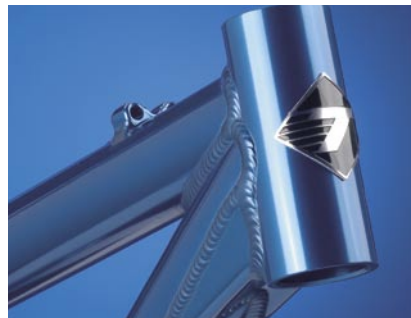
	Top Tube Length (A)	Seat Tube Center to Top (C)	Head Tube Length (I)	Rec'd Rider Height	Wheelbase (G)	Standover Height (F)	Standard Colors
Sm	22.2"	14.5"	4"	< 5'6"	43"	30"	Black Ano, Blue Ano
Med	23"	17"	4"	5'6"-5'10"	43.8"	31"	
Lrg	23.9"	19.5"	5"	5'10"-6'1"	44.7"	32"	
XL	24.8"	22"	6"	6'2"-6'4"	45.6"	33"	
XXL	24.8"	24"	7"	6'5"+	47.3"	34"	



Integrated BB/swingarm pivot with grease fitting and shock mount



Light, strong CNC'd 6061 T-6 aluminum rocker arms (Fox DHX 5.0 Air shock standard; DHX 5.0 coil optional)



Faced and machined 1-1/8-inch head tube with down tube gusset





The Five Spot is trim enough to make cross-country cycling on steep terrain possible for mortal riders.

FLUX

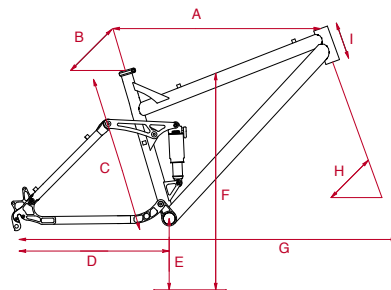
The Flux is designed for riders that are mortal—or should we say more normal—than riders who prefer the Turner Nitrous. The four-inch travel Flux is very light—just 5.5 pounds, shock and hardware included. This nimble and agile Turner frame can handle anything a modern race course can serve up, yet is still plush enough to take out for a 12-hour spin. Designed around a Fox RP3 ProPedal shock and engineered for optimum performance with a four-inch travel fork, the Flux can be built as either a long haul endurance racer or as an ultra lightweight NORBA cross-county bike. The Flux offers superb front to rear chassis stiffness and can be set up to deliver a firm pedaling platform for racing, or for a more plush and fun trail experience.

Frame Specifications

Weight	Wheel Travel	Head Tube Angle (H)	Seat Tube Angle (B)	Chainstay Length (D)	Seatpost Diameter	BB Height (E)	Axle to Crown
5.5 lbs.	4.0"	70.0°	73.5°	16.75"	27.2 mm	12.8"	472mm

Sizes Available

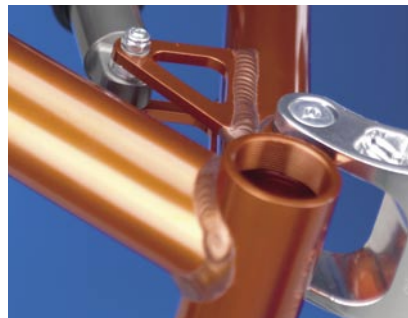
	Top Tube Length (A)	Seat Tube Center to Top (C)	Head Tube Length (I)	Rec'd Rider Height	Wheelbase (G)	Standover Height (F)	Standard Colors
XS	21.2"	13.5"	3.75"	< 5'3"	41.1"	29.0"	Satin Silver Ano, Burnt Orange Ano
Sm	22.4"	15.3"	4.0"	5'3"-5'6"	42.3"	30.0"	
Med	23.3"	17.2"	4.0"	5'6"-5'10"	43.2"	31.0"	
Lrg	24.2"	19.7"	5.0"	5'10"-6'1"	44.1"	32.0"	
XL	25.1"	22.2"	6.0"	6'2"+	45.0"	33.0"	



Fox's RP3 Air shock with lockout and adjustable compression/rebound damping comes standard



The CNC work on our multi-link rear suspension is both beautiful and functional



Lightweight CNC-machined bottom bracket, shock mounts and chainstay yoke





This nimble and agile
Turner frame can handle
anything a modern race
course can serve up...

NITROUS

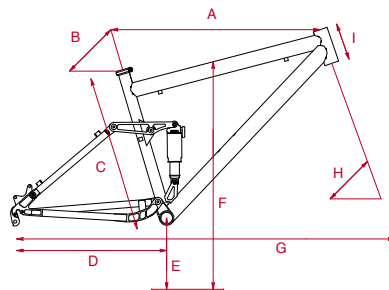
What more can be said about the lightest, most efficient cross-country race bike on the continent. At 4.5 pounds with 3.0 inches of taugt, power-spring travel, the Turner Nitrous is a purpose-built XC racer with the most celebrated competition pedigree on the NORBA circuit. While the Nitrous might look like other cross-country suspension bikes, we've built it for one purpose only: big ring power pedaling on demanding dirt courses. Not trail riding, not road racing, and certainly not recreational freeriding. If you can't win on the Nitrous, don't blame the bike.

Frame Specifications

Weight	Wheel Travel	Head Tube Angle (H)	Seat Tube Angle (B)	Chainstay Length (D)	Seatpost Diameter	BB Height (E)	Axle to Crown
4.5 lbs.	3.0"	71.0°	73.5°	16.65"	27.2 mm	12.25"	450mm

Sizes Available

	Top Tube Length (A)	Seat Tube Center to Top (C)	Head Tube Length (I)	Rec'd Rider Height	Wheelbase (G)	Standover Height (F)	Standard Color
Sm	28.3"	15"	3.5"	< 5'6"	41.6"	28.3	Polished Gold Ano
Med	30.0"	17.4"	4.0"	5'6"-5'10"	42.6"	30	
Lrg	31.5"	19.5"	5.0"	5'10"-6'1"	43.6"	31.5	



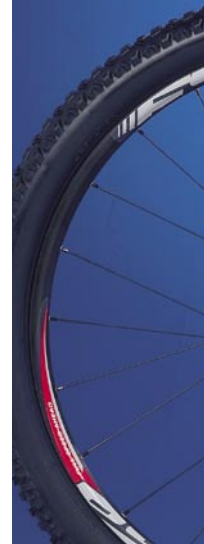
Super lightweight seatstay yoke and box section tubing.
Maximum rider weight limit: 165 pounds



Fully relieved 6061 T-6 aluminum rocker arms



Asymmetrical chainstay pivot assembly





The Turner Nitrous is a purpose-built XC racer with the most celebrated competition pedigree on the NORBA circuit.

CUSTOM COLORS

In addition to the stock color options shown in the spec chart on each model, your Turner Nitrous, Flux, Five Spot & RFX can be custom ordered in any one of ten durable powdercoat finishes shown below. Delivery times and upcharges for custom painted Turner frames vary by color selected—please speak to your authorized Turner dealer for details.

FORK LENGTH EXPLAINED

The axle to crown measurement shown on the specification chart for each model is the distance from the center of the front axle to the top of the fork crown or the top of the lower triple clamp. If the fork on your Turner frame is significantly longer or shorter than this measurement, handling and performance will be compromised. For more information, speak to your dealer or visit our website.



Semi Gloss Black



Sparkle Red



Iron Glimmer Grey



Lucious Pink



Sparkle Silver



Gold Dust Orange



Sparkle Blue



Bright Yellow



Granny Smith Green



Gloss White

TURNER

41615 Date Street #105 • Murrieta, CA 92562 • (951) 677-1711

© 2006 Turner Suspension Bicycles, Inc. All rights reserved.

www.turnerbikes.com

Models, specifications, colors and sizes are subject to chance without notice. All frame weights based on size medium, with applicable shock absorber.

