

TURNER



2005 PRODUCT GUIDE

THE TURNER PHILOSOPHY HASN'T CHANGED MUCH IN TEN YEARS.

We've been designing and refining the world's best full-suspension frames for over a decade. Like every high-performance frame before them, today's Turners are functional, not flashy. We never put Bold New Graphics ahead of Serious R&D. It's no coincidence that nearly every Turner we've handcrafted in America since 1993 has featured a four-bar suspension design with Horst Links and high-performance pivot bushings. Why? Because contrary to what our competition would like you to believe, we're convinced that bushings and four-bar links are more durable and more rigid than other designs. Turner-mounted pro racers agree with us, and they have a record book full of NORBA and UCI titles to prove it.

PROGRESSION BEATS EVOLUTION EVERY TIME.

At Turner Bikes, we do things right. For instance, when pivot bushings proved less than ideal for the brand-new Highline, we changed our design to feature ultra high-load roller bearings. Obviously the tolerances for our bushings and bearings are ridiculously precise, but we do everything it takes to deliver the ride quality Turner bikes are famous for. If we weren't so obsessed with performance, we could switch to skateboard bearings at our pivot points and make a fortune selling rebuild kits. Our competitors do exactly that, and no one seems to care. But at Turner Bikes, that's simply not an option. On paper, nothing about the Turner Philosophy sounds very sexy. Unfortunately, the media and the market tends to feed off what's new, never what's better. At Turner Bikes, "better" is just another day at the office and "best" is a job well done. Our bike designs may start on a clean sheet of paper, but every new model eventually ends up on a very dirty trail. And when it does, that's when our philosophy makes a big difference.

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FLUX

TRAVEL: 4"

PURPOSE: Epic trail, Marathon XC

FORK: Single-crown 4-inch fork



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FIVE SPOT

TRAVEL: 5"

PURPOSE: Epic trail, 4X

FORK: Single crown 6-inch fork)



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SIX PACK

TRAVEL: 6"

PURPOSE: All-mountain freeriding

FORK: 6-7" travel single-crown or triple clamp



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NITROUS

TRAVEL: 3"

PURPOSE: Pro XC competition

FORK: Short, light and firm 3" max travel



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HIGHLINE

TRAVEL: 7-8.5"

PURPOSE: Aggressive freeriding, XL DH

FORK: Triple-crown extra-long travel



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DHR

TRAVEL: 8.5"

PURPOSE: Pro DH Racing

FORK: 7-9" DH Race



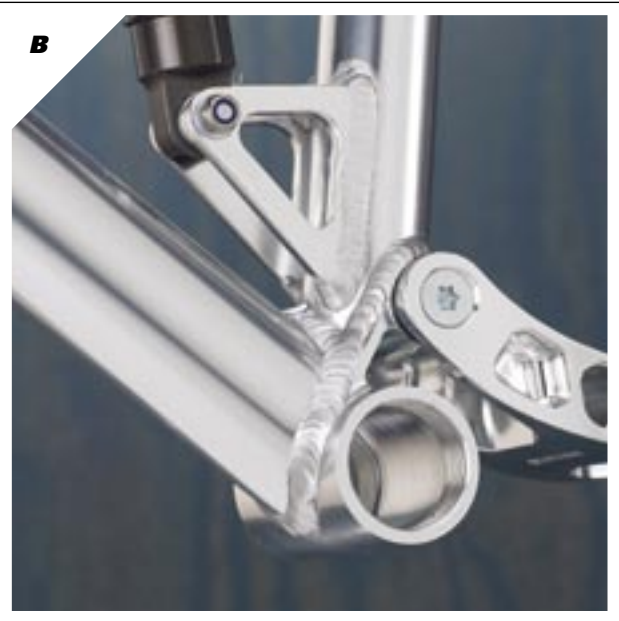
FLUX

The radical new Turner Flux is for riders who are more mortal—or is that more normal— than guys who might prefer the Turner Nitrous. The four-inch-travel Flux is very light—just 5.6 pounds including the shock. This nimble and agile Turner can handle anything a modern race course can serve up, yet is still plush and friendly enough to take trail-riding on a regular basis. Designed around a Fox RP3 ProPedal shock and engineered for optimum performance with a four-inch travel fork, the

- A. Tuned four-bar rocker link suspension with Horst Link**
- B. CNC-machined BB shell and chainstay yoke**
- C. Stamped seat mast/top tube buttress**



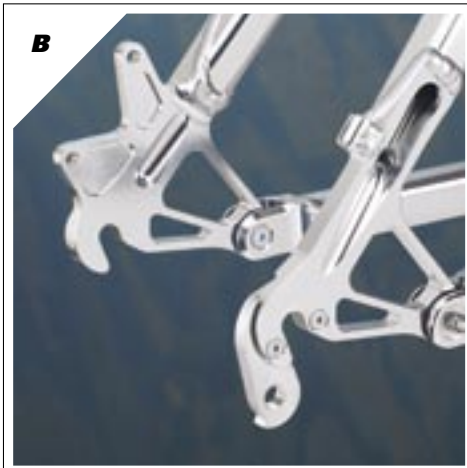
Flux can be built as either a durable long-haul trail bike or as a true cross-country lightweight. The Flux offers superb front-to-rear chassis stiffness and can be set up to deliver a firm pedaling platform for racing, or for a more plush and fun trail experience. The Flux is perfect for endurance racers, epic trail junkies who hate the word “shuttle”, and anyone who loves to hurt almost as much as the hardcore sadomasochistic XC set.



FIVE SPOT

The Turner Five Spot lends new meaning to the phrase “more bang for your buck.” This durable yet lightweight five-inch travel frame is one of the most versatile mountain machines we’ve ever crafted, and is still one of the most popular bikes in our line. Most at home where the going gets steep and rocky, the Five Spot features a strongly built main frame that’s designed to handle all the stress a five-inch travel fork can transmit. Its flex-free rear triangle is stout and roomy enough to accept a meaty 2.4-inch rear tire without worries. And because it’s a Turner, the Five Spot climbs with efficiency and rips the downhills with more calm authority than any other trail bike available. Equipped with a plush Fox RP3 rear shock, the Turner Five Spot is a do-everything bike that just happens to do everything where the terrain is really rough and steep and there are no heart rate monitors in sight.

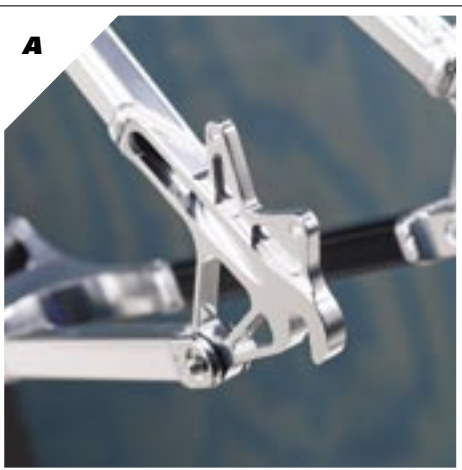
- A. Internally machined head tube with down tube gusset**
- B. Lightweight dropout with replaceable derailleur hanger**
- C. CNC-machined BB shell with integrated lower shock mount**



This is the Turner for the grown-up kids who used to break all their toys. For the confused freerider who still likes to climb. For anyone who has ever wanted to go big in the backcountry but who dreads pushing his bike uphill. If this is you, this is your bike. The 6-Pack delivers six inches of rear travel and is designed for the new generation of six-inch travel single crown forks. It can be equipped with derailleurs front and rear, but also features ICGS chainguide mounts. The Six Pack's rear end can easily accommodate a 2.5 inch rear tire. For comfort on climbs, the Six Pack comes with a rangy top tube. Its long wheelbase adds stability when things get really ugly. Of course, the Six Pack is built tough enough to handle serious ground and air attacks. The Six Pack is the perfect slopestyle bike for places where the best riding is never visible from the lift chairs and shuttle drop-offs. The Six pack is built to get you to the top of the hill.. And if you hang on tight enough, it'll get you back down.

SIX PACK

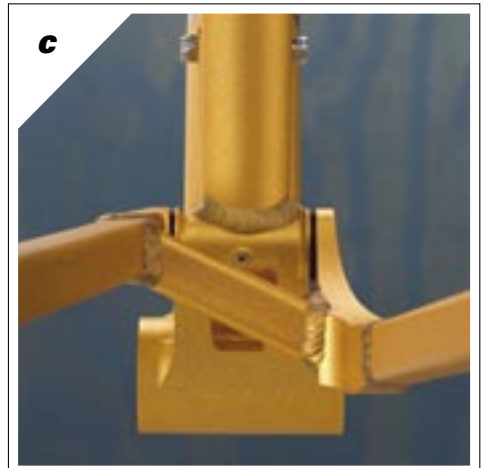
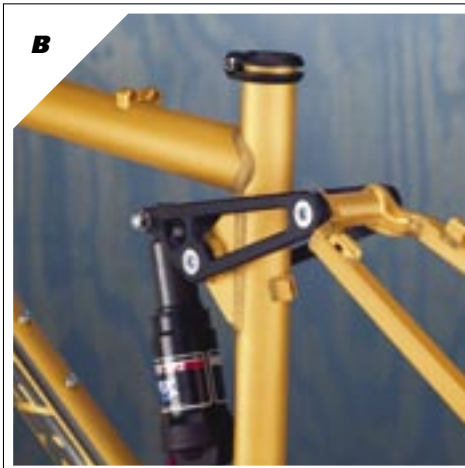
- A. CNC-machined Horst Link dropouts**
- B. Custom formed and butted aluminum tubing**
- C. Machined bottom bracket with ICGS**



NITROUS

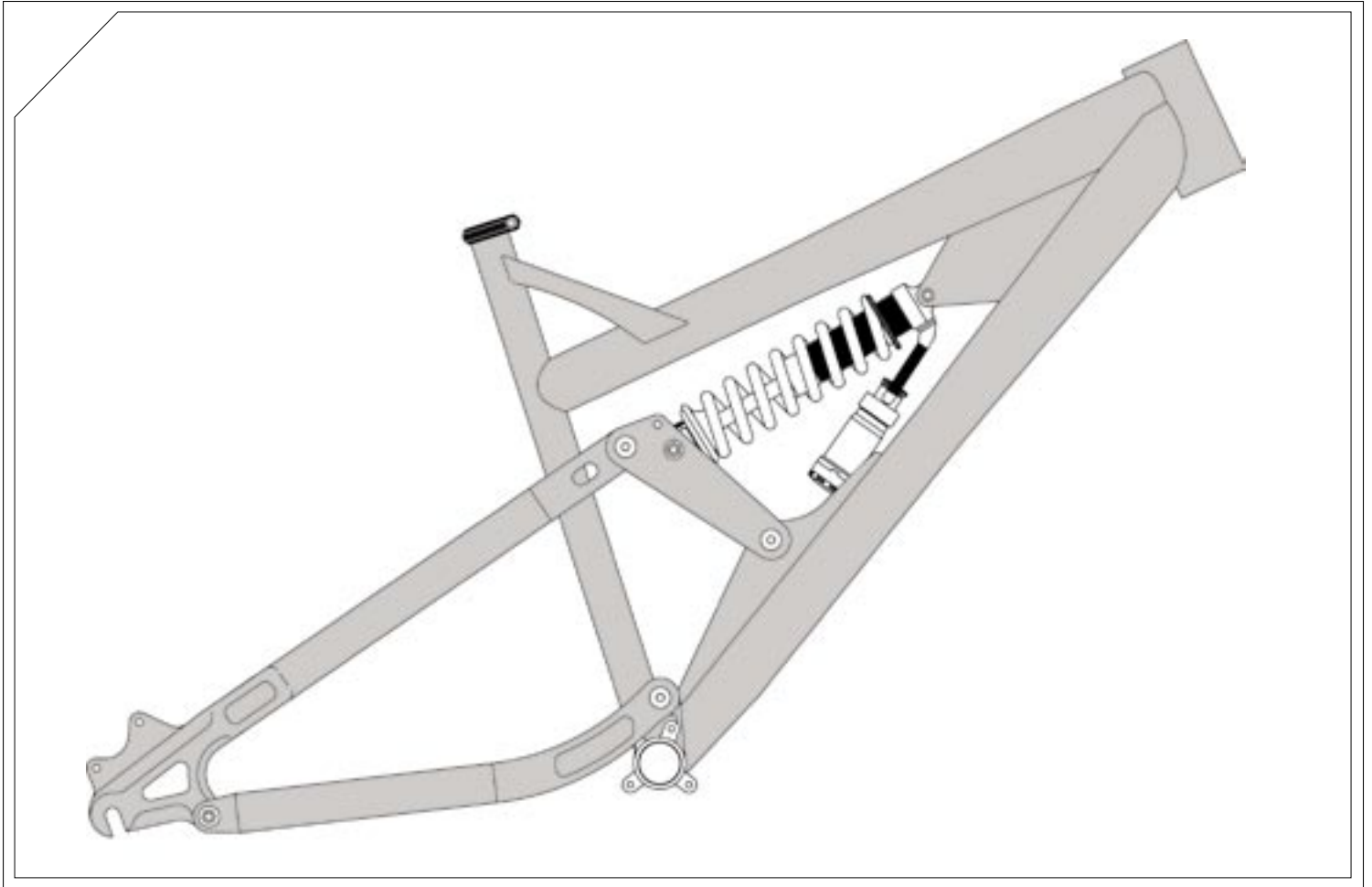
Here's the 411 for those of you with ADD. Weight: 4.5 pounds. Travel: 3.1 inches. Maximum rider weight limit: 165 pounds. Recommend fork: sub-3-inch travel. In other words, the Turner Nitrous is a cross-country race machine. We built it so Team Maxxis racer Geoff Kabush could kick the tar out of everybody all season long on the NORBA circuit wrapping up the National Short Track and Cross Country series Championships. Because the Nitrous is light, stiff, nimble and very fast, Geoff and his new Turner seem to be getting along quite nicely. Indeed, we built the Turner Nitrous to do exactly one thing: help Geoff (and you) win XC races. Preferably XC races shorter than 150 minutes. If your legs aren't shaved, your standing HR isn't under 40 b.p.m. and you don't know the different between zone one and zone four training, the Turner Nitrous probably isn't your bike. If you DO fit into any of these obsessive behavior patterns, say hello to your new weekend sweetheart.

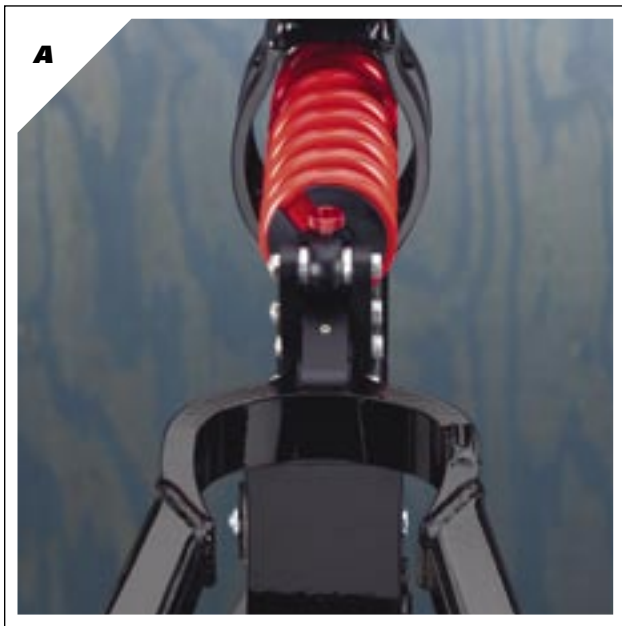
- A. Internally relieved bottom bracket shell**
- B. Ultra lightweight rocker arm and frame components**
- C. Asymmetrical chainstay design**



The all-new Highline was first rolled out as a concept bike last year to test the waters in the rapidly flooding freeride market. Our phone rang off the hook, so we finally pulled the trigger. The Highline can be run as either a 7-inch or an 8.5-inch travel bike. The shorter travel mode offers a lower bottom bracket, snappier geometry, and is perfect for the new generation of long-travel single crown forks. There's even room for a front derailleur if that's the way you want to play it. In its long-travel mode, the Highline's BB rises slightly, the head angle gets more slack and the whole bike just begs for a big dual-crown fork and some nasty hucks. No matter how you choose to ride it, the Highline is engineered to accept 1.5-inch headset, an 83mm wide bottom bracket and a 12mm x 150mm thru-axle rear wheel. Of course, the Highline's sweet Horst-Link behavior mates perfectly with Fox's superb DHX 5.0 shock. No more brake jack in the steeps and no pedal-induced suspension weirdness anywhere else.

HIGHLINE





DHR, as in Down. Hill. Race. The name says it all. The Turner DHR is as focused on gravity racing as the Nitrous is on competitive XC pursuits. This is a bike built specifically to get from the start ramp to the finish line in the shortest amount of time possible without compromises. Or Excuses. With spec's massaged by Team Maxxis racers Colin Bailey and John Kirkaldie as well as feedback from our local hero Eric Carter, the DHR has a championship-winning pedigree. The DHR is equipped with an adjustable, specially valved Fox DHX 5.0 shock with a titanium spring.

A. Shock mount and mainframe assembly

B. 12/20mm x 135mm thru-axle design dropouts

C. Precision swingarm brackets and BB pivot assembly

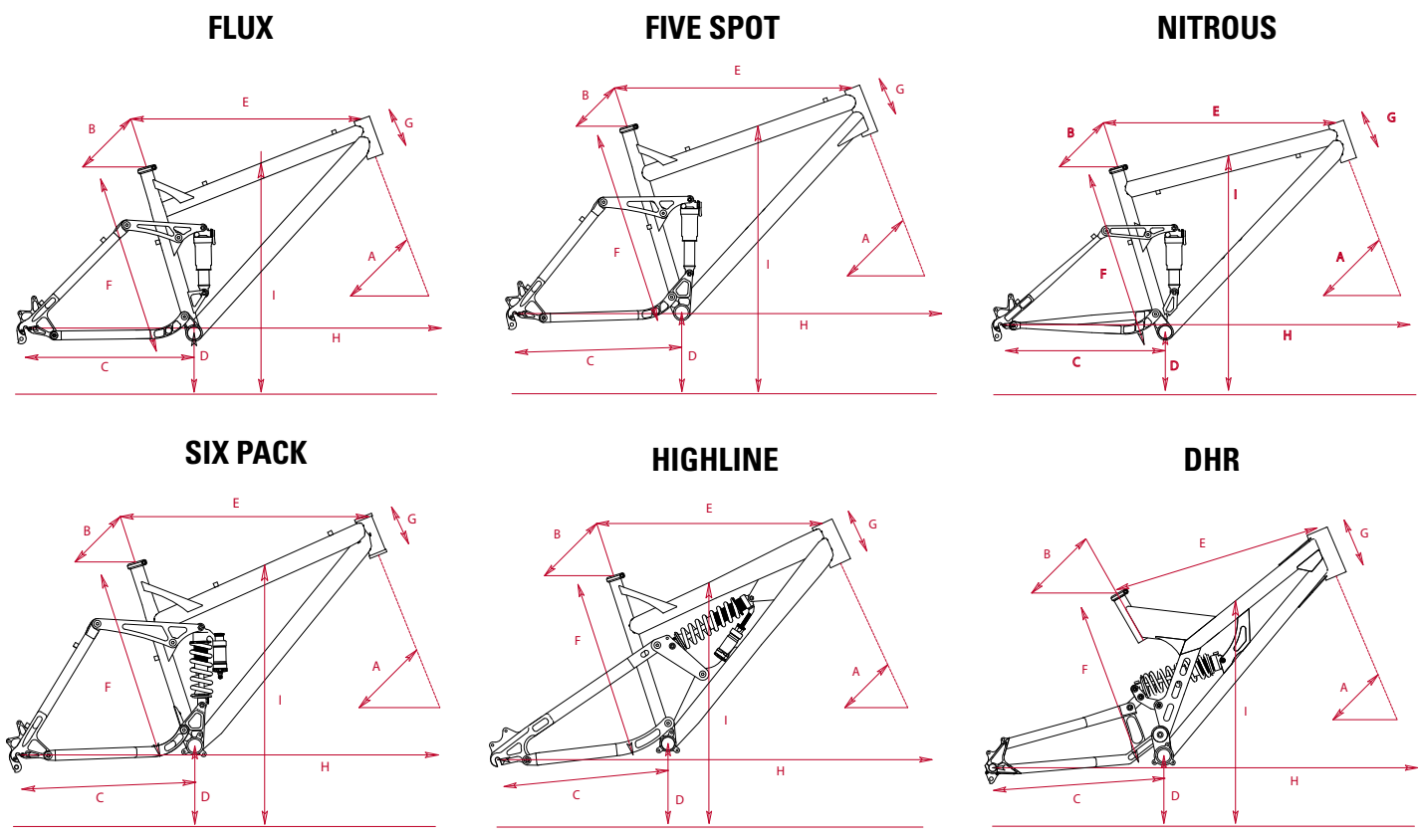


Sweating details like these has allowed us to buck a few trends. Unlike some modern DH racers, the Turner DHR features conventional 135mm rear dropout spacing and a 73mm bottom bracket shell so you can eke out extra degrees of lean angle before dragging the pedals in high-speed turns. We pared weight down to a reasonable minimum without sacrificing any of the frame strength or precise tracking that Turner bikes are known for.

DHR



	FLUX			NITROUS			FIVE SPOT					SIX PACK				HIGHLINE			DHR		
FRAME WEIGHT	4.5 LB.			5.6 LB.			6.3 LB.					8.8 LB.				12 LB.			10.7 LB.		
WHEEL TRAVEL	3"			4"			5"					6"				7" / 8.5"			8.5"		
H/T ANGLE (A)	71°			70°			68°					68°				66.5° / 65°			66°		
S/T ANGLE (B)	73.5°			73.5°			73.5°					72°				73.5° / 72°			N/A		
C/S LENGTH (C)	16.85"			16.75"			16.9"					17.1"				17.5"			17.5"		
SEATPOST DIAMETER	27.2 mm			27.2 mm			27.2 mm					27.2 mm				27.2 mm			27.2 mm		
BB HEIGHT (D)	12.25"			12.8"			13.25"					14.25"				14.25" / 15"			14.6"		
RECOMMENDED FORK	3" SINGLE CROWN			3.5" - 4.7" SINGLE			4.75" - 5.5" SINGLE					6-7" TRAVEL				6" BIG TRAVEL			7 - 8"		
SIZES AVAILABLE	SM	MED	LRG	SM	MED	LRG	SM	MED	LRG	XL	SASU	SM	MED	LRG	XL	SM	MED	LRG	SM	MED	LRG
T/T LENGTH (E)	22.5"	24.5"	23.5"	22.5"	23.5"	24.5"	22.2"	23"	23.8"	24.8"	26.5"	22.5"	23.4"	24.3"	25.2"	22"	23"	24"	20.3"	21.5"	22.6"
S/T CENTER TO TOP (F)	15"	18.5"	17.4"	15"	17.4"	19.5"	14.5"	17"	18.5"	22"	24"	16"	18.5"	20"	22.5"	15"	18"	21"	15.4"	18.8"	18"
H/T LENGTH (G)	3.5"	5"	4"	3.5"	4"	5"	4"	4"	5"	6"	7"	4"	4"	5"	5"	4"	4.5"	5"	4.5"	5"	5"
REC'D RIDER HEIGHT	<5'6"	5'6"-5'10"	5'10"-6'1"	<5'6"	5'6"-5'10"	5'10"-6'1"	<5'6"	5'6"-5'10"	5'10"-6'1"	6'2"-6'4"	6'5"+	<5'6"	5'6"-5'10"	5'10"-6'1"	6'2"+	<5'6"	5'7"-5'10"	5'11"+	<5'6"	5'7"-5'10"	5'11"+
WHEELBASE (H)	42.3"	43.2"	44.1"	41.6"	42.6"	43.6"	43"	43.8"	44.7"	45.6"	47.3"	43.4"	44.3"	45.3"	46.2"	45.4"	46.5"	47.4"	44.8"	45.6"	46.5"
STANDOVER HEIGHT (J)	30"	31"	32"	28.3"	30"	31.5"	30"	31"	32"	33"	34"	31.4"	31.5"	32"	33"	31.4"	31.7"	32.7"	30"	30"	31"
STANDARD COLORS	SATIN SILVER			GOLD AND			SEMI GLOSS BLACK-METALLIC SILVER					WHITE, GUNMETAL GREY				RAW			GLOSS BLACK		
OPTIONAL COLORS *	1, 2, 3, 4, 5			NONE			1, 2, 3, 4, 5					1, 2, 3, 4, 5				NONE			NONE		



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