



TURNER



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www.turnerbikes.com



DHR P//6

8.3 INCHES
DOWNHILL RACE

RFX P//8

6.3 INCHES
ALL MOUNTAIN

5.SPOT P//10

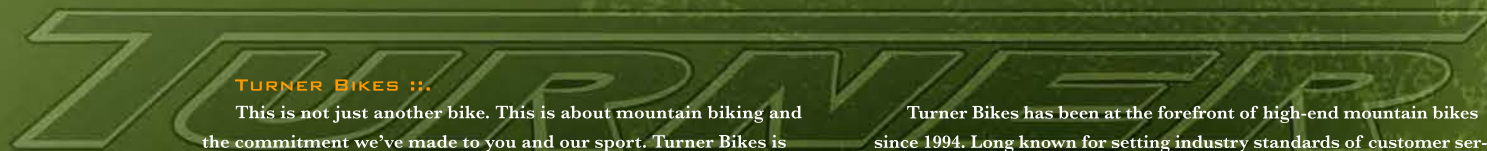
5.5 INCHES
ENDURO TRAIL

SULTAN P//12

4.7 INCHES
29R CROSS COUNTRY

FLUX P//14

4 INCHES
CROSS COUNTRY



TURNER BIKES :::

This is not just another bike. This is about mountain biking and the commitment we've made to you and our sport. Turner Bikes is proud to be the bike you grab when you head out for a ride, and this is a commitment we do not take lightly. For us there is no off season as we are dedicated to designing superior mountain bikes year 'round. This year we are bringing a full line of progressive advancements like no other brand has ever offered. If mountain biking is about pushing physical limits, then obsessing with suspension ratios, ergonomic design and FEA modeling are pushing the limits of mountain bike design. This is what we do.

Turner Bikes has been at the forefront of high-end mountain bikes since 1994. Long known for setting industry standards of customer service and peerless handling,

2009 marks an evolutionary step in the Turner Bikes lineage with the incorporation of the dw-link. The internationally patented dw-link has become synonymous with fully active linkage that offers unmatched pedaling and braking performance. Dave Weagle created the dw-link kinematics and specific pivot locations for this line of Turner Bikes after considerable discussion with David Turner and hundreds of hours of computer models. The goal for both was to create a line of bikes that would uphold the unmatched ride quality of Turner Bikes with state of the art physics of the dw-link.

Turner's ultra clean designs use only what is needed to make the best bike in each class. The designs are based on 'form follows function' with nothing frivolous to impress the trendy. All Turner frames are designed by David Turner who has 15 years of experience developing a full range of designs; from Championship XC race bikes to World Cup DH bikes. Turner Bikes have gained a well earned reputation for superior longevity and durability. In a time when other bicycles are designed as fashion accessories and planned obsolescence, it is refreshing to know that some still appreciate durable products. Turner's total commitment to durable products includes protecting the pivots from the elements with quad lip seals and custom grease fittings. This ensures that even the Turner pivot system lasts for years reducing cost of ownership for years down the trail. With dw-link technology and Turner's superior build quality; 2009 sets the benchmark that others can only follow.

**15 YEARS OF BUILDING
AMERICAN MADE BIKES**

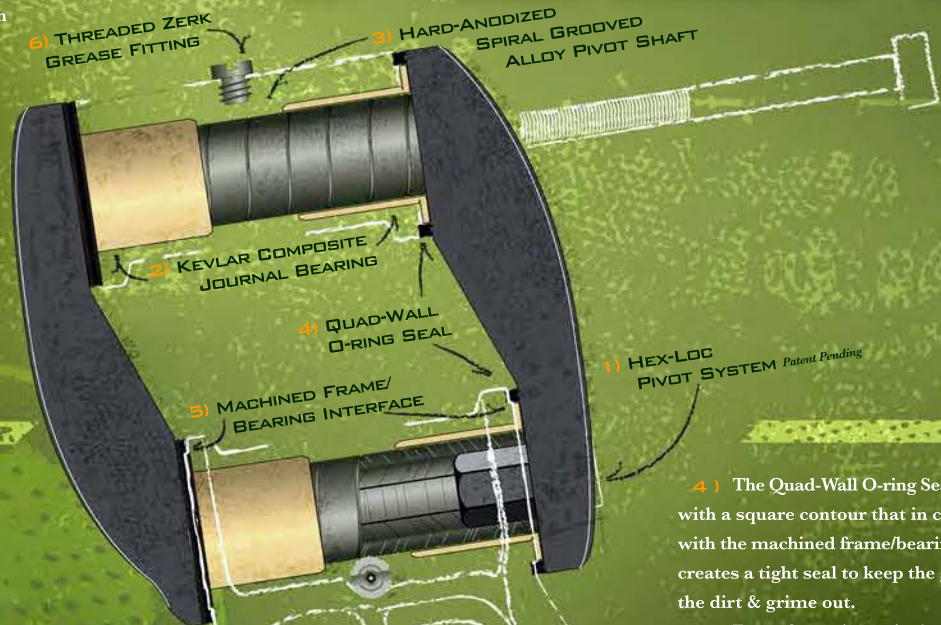


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WHY USE JOURNAL BEARINGS ? :::

Uncompromised Performance. . . Our bikes are designed from the ground up around our Journal Bearing System because we believe bearings on a full-suspension mountain bike should never simply be an afterthought.

- 1) The Hex-Loc Pivot System is designed to provide the dw-link / journal bearing fusion with unsurpassed structural superiority: stronger, stiffer & smarter.
- 2) The Kevlar Composite Journal Bearings we use can hardly be compared to their brass relatives. More durable, less friction & tighter tolerances make this new material transcend industry standards for bearing proficiency.
- 3) The Pivot Shaft is spiral grooved to aide in the distribution of lubricating grease throughout the entire bearing system, while the hard anodized alloy surface is extremely durable and will not corrode in even the harshest enviroments.



- 4) The Quad-Wall O-ring Seal is designed with a square contour that in conjunction with the machined frame/bearing interface creates a tight seal to keep the grease in and the dirt & grime out.
- 5) Every frame is meticulously designed, machined, and prep'd to interface with the quad-wall o-ring and journal bearings.
- 6) The threaded Zerk grease lubrication fitting can be found at every pivot location. The Zerk fittings allow for easy maintenance and uncompromised performance.

TECH

JOURNAL BEARING SYSTEM

ULTIMATE EFFICIENCY :::

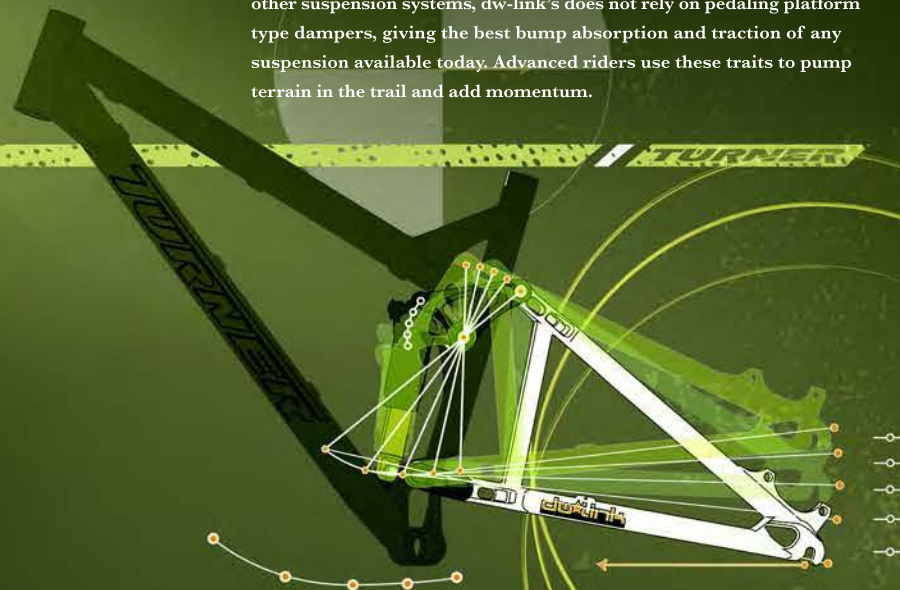
Simultaneously engineered anti-squat and wheel rate curves are the mathematical formulas that make dw-link the world's most efficient and traction-aiding suspension system.

POSITION SENSITIVE ANTI-SQUAT CURVE :::

Newton's 3rd law states that every action has an equal and opposite reaction. When a vehicle accelerates, the reaction is that its mass is transferred rearward. dw-link's patented position sensitive anti-squat perfectly balances this rearward mass transfer, increasing efficiency, traction, and bump sensitivity, and eliminating pedal feedback.

WHEEL RATE, A NEW SUSPENSION TUNING APPROACH :::

Each dw-link frame is engineered for an optimum wheel rate and to work for a specific use with a specific spring and damper. Unlike other suspension systems, dw-link's does not rely on pedaling platform type dampers, giving the best bump absorption and traction of any suspension available today. Advanced riders use these traits to pump terrain in the trail and add momentum.



THE DW-LINK

BRAKING STABILITY :::

The dw-link suspension projects its instant center to an ideal location, achieving a balance of traction and stability under hard braking that is unmatched by other suspensions.

LEAST PEDAL FEEDBACK :::

Perception of pedal feedback on a bicycle is a manifestation of rapid chainstay length change and gearing effects. dw-link uses a smooth and positive chainstay lengthening effect to offset negative gearing effects. This results in a smooth ride with imperceptible pedal feedback over the entire gear range.

AMAZING TRACTION :::

As the dw-link suspension reacts to obstacles, its position sensitive axle path intelligently changes to meet the demands of the trail. In the beginning of the travel, its rearward profile gives incredible small bump absorption and traction on the climbs. In the middle of the travel, the dw-link axle path works with the front suspension to provide a balanced feel for amazing cornering confidence and jumping ability. The end of the travel provides an increase in compression damping for bottomless suspension feel and big hit absorption.

STRUCTURAL SUPERIORITY :::

dw-link uses short, stiff links, and a triangulated rear swingarm. This unique layout aligns suspension forces in the most efficient manner possible to enable frame designs with industry leading strength-to-weight ratios and stiffness. This structural advantage lets dw-link riders put down power more efficiently and track straight in the bumps where others veer off course.



DHR



STORY ::

In Downhill racing you only have a few minutes to make your day. This is no place for heavy, sluggish freeride sleds or half baked linkage curves; Only a purpose built downhill bike puts you within reach of the podium. Building upon 8 years of DHR geometry excellence this race bike will have you railing corners and gaining speed when others are feathering their brakes.

Using the newest version of the World Championship proven dw-link, this bike will out accelerate every other design on the race course. With the patented anti-squat technology the rear suspension won't lock out under power, allowing the rear tire to hook up while you rip out of corners.

**NINE YEARS
OF DH EVOLUTION**

{ LISTED SPECIFICATIONS BASED ON A 570MM AXLE TO CROWN FORK WITH A 26"x2.5" TIRE, ACCEPTABLE FORK TRAVEL RANGE: 180-203MM }

DHR

TRAVEL:: 8.3 INCHES { 210 MILLIMETERS }
 WEIGHT:: 9.5 POUNDS { 4.31 KILOGRAMS }
 CLASS:: WORLD CUP DOWN HILL RACE
 SPECIFICATIONS::
 SHOCK- FOX DHX5.0 { 9.5x3 }
 R.AXLE- 150X12 THRU { INCLUDED }

STOCK COLORS::

RACE YELLOW / SEMI-GLOSS BLACK

GEOMETRY::

	S	M	L	ALL
COCKPIT-	16	17.2	18	HEAD TUBE- 1.5
SEAT TUBE-	15	16	17	HEAD ANGLE- 64.5°
HEAD TUBE-	3.9	4.3	4.7	SEAT ANGLE- N/A
STANDOVER-	28	30	31.5	SEAT POST- 30.9MM
				CHAINSTAY- 17.4
				BB SHELL- 83MM
				BB HEIGHT- 14
				GUIDE- ISCG 05

{ ALL MEASUREMENTS ARE GIVEN IN INCHES UNLESS OTHERWISE STATED }



RFX



FUELED BY
AGGRESSIVE TENDENCIES



STORY ::

All Mountain riding at its finest, the totally redesigned 160mm travel bike will set new standards in big travel trail bikes, maybe we should rename this free-trail riding!

The RFX's incredibly versatile frame encourages building the perfect bike for any terrain. The RFX can be built to 30lbs for a long legged trail bike, yet can handle the most potent slopes being ridden today. While this is no big drop park bike, build it with burly rolling stock and it can hold its own with the biggest sleds on the mountain. With 160mm of dw-link controlled travel this bike will climb with no dreaded pedal kick back or power sapping bob. Point it uphill and this light machine will climb through the roughest of rock gardens like you are levitating.

{ LISTED GEOMETRY BASED ON A 545MM AXLE TO CROWN FORK WITH A 26"X2.5" TIRE, ACCEPTABLE FORK TRAVEL RANGE: 150-180MM }

RFX

TRAVEL:: 6.3 INCHES { 160 MILLIMETERS }
 WEIGHT:: 7.2 POUNDS { 3.27 KILOGRAMS }
 CLASS:: ALL MOUNTAIN
 SPECIFICATIONS::
 SHOCK- FOX RP23 { 7.875X2.25 }
 R.AXLE- 135X10
 STOCK COLORS::

GLOSS WHITE / BRITISH RACING GREEN

GEOMETRY::

	S	M	L	XL	2XL	ALL
VIRTUAL TT-	21.9	22.9	23.8	24.7	25.6	HEAD TUBE- 1.125
SEAT TUBE-	14.5	16	18	20	22	HEAD ANGLE- 67°
HEAD TUBE-	3.8	4.2	4.9	5.9	6.9	SEAT ANGLE- 72.5°
STANDOVER-	28.9	30	31	32	33	SEAT POST- 30.9MM
						CHAINSTAY- 17.1
						BB SHELL- 73MM
						BB HEIGHT- 14
						GUIDE- ISC6 05

{ ALL MEASUREMENTS ARE GIVEN IN INCHES UNLESS OTHERWISE STATED }



5.SPOT



STORY ::

The all new 140mm travel trail bike harmonizes the intuitive handling and incredible versatility of the older 5 Spot to a higher level with the addition of the dw-link for 2009. Turner revolutionized the trail bike class in 2003 and now, five years later, Turner's newest trail bike continues to be the leader with world class Turner geometry and unparalleled quality.

Now riders can experience the incredible efficiency of dw-link rear suspension combined with Turners superior chassis integrity and award winning handling. Descending with the newest 5 Spot will give you the confidence to conquer almost any terrain with active braking and a perfectly engineered linkage ratio in the 140mm trail bike class.

THE TRAIL BIKE
REVOLUTION IS HERE

{ LISTED GEOMETRY BASED ON A 51.5MM AXLE TO CROWN FORK WITH A 26"x2.3" TIRE, ACCEPTABLE FORK TRAVEL RANGE: 130-160MM }

5.SPOT

{ DW-LINK }

TRAVEL:: 5.5 INCHES { 140 MILLIMETERS }

WEIGHT:: 6.7 POUNDS { 3.04 KILOGRAMS }

CLASS:: ENDURO TRAIL / ADVENTURE XC

SPECIFICATIONS::

SHOCK FOX RP23 { 7.5x2 }

F.DER. 34.9MM { TRAD'L TOP-PULL }

STOCK COLORS::

BLUE STREAK / IRON GLIMMER

GEOMETRY::

	XS	S	M	L	XL	2XL	ALL		
VIRTUAL TT	21.5	22.5	23	23.6	24.2	25.1		HEAD TUBE	1.125
SEAT TUBE	13	15	17	19	21	23		HEAD ANGLE	69°
HEAD TUBE	3.5	3.9	4.5	5.3	5.9	6.6		SEAT ANGLE	73°
STANDOVER	28	28.9	30	31	32	33		SEAT POST	30.9MM
								CHAINSTAY	16.9
								BB SHELL	73MM
								BB HEIGHT	13.4

{ ALL MEASUREMENTS ARE GIVEN IN INCHES UNLESS OTHERWISE STATED }



SULTAN



IT'S ALL
ABOUT THE RIDE



STORY ::

With twenty nine inch wheels and 120mm of travel, the updated 29r from Turner is for everyone who loves the 29 inch wheel characteristics and now can utilize those big wheels with a class leading 120mm of dw-link travel. David Turner and Dave Weagle really did their homework on the Sultan.

Carefully blending the dynamics of rider positioning with the special anti-squat needs of the 29 inch wheeled bike. Special attention was paid to the relationship between bottom bracket height, chainstay length and dw-link placement resulting in super efficient power transfer through those big wheels, yet always fully active suspension that devours everything mother earth has in front of it.

TURNER

{ LISTED GEOMETRY BASED ON A 525MM AXLE TO CROWN FORK WITH A 29"X2.2" TIRE, ACCEPTABLE FORK TRAVEL RANGE: 100-135MM }

SULTAN { DW-LINK }

TRAVEL:: 4.7 INCHES { 120 MILLIMETERS }

WEIGHT:: 6.8 POUNDS { 3.08 KILOGRAMS }

CLASS:: 29R CROSS COUNTRY

SPECIFICATIONS::

SHOCK FOX RP23 { 7.5x2 }

F. DER. 34.9MM { TRAD'L TOP-PULL }

STOCK COLORS::

GLOSS WHITE / BRONZE GLIMMER

GEOMETRY::

	S	M	L	XL	2XL	ALL		
VIRTUAL TT	22.5	23.25	24.25	25.25	26		HEAD TUBE	1.125
SEAT TUBE	15.5	17	19	21	23		HEAD ANGLE	70.5°
HEAD TUBE	3	3.5	4.3	5.3	6.3		SEAT ANGLE	73°
STANDOVER	28.7	30	32	33	34		SEAT POST	30.9MM
							CHAINSTAY	18.2
							BB SHELL	73MM
							BB HEIGHT	13.4

{ ALL MEASUREMENTS ARE GIVEN IN INCHES UNLESS OTHERWISE STATED }



FLUX



STORY ::

The Flux is a 100mm travel cross country bike carrying the great tradition of Turner handling, uncompromised quality and now dw-link efficiency. For 2009 the bar has been raised with cross county specific pivot and frame design. All of the dw-link locations have been optimized resulting in snappy acceleration with uninhibited suspension travel. A bike of this caliber has the perfect combination of ergonomic fit and suspension geometry that will inspire you to make this bike fly! The Flux's uncompromised design makes this bike perfect for hammering out epic adventures or breathing your lungs out on the race course.

**PERFORMANCE
REDEFINED**

{ LISTED GEOMETRY BASED ON A 480MM AXLE TO CROWN FORK WITH A 26"X2.1" TIRE, ACCEPTABLE FORK TRAVEL RANGE: 100-120MM }

FLUX

{ DW-LINK }

TRAVEL:: 4 INCHES { 100 MILLIMETERS }

WEIGHT:: 5.5 POUNDS { 2.49 KILOGRAMS }

CLASS:: CROSS COUNTRY

SPECIFICATIONS::

SHOCK FOX RP23 { 6.5x1.5 }

F. DER. 34.9MM { TRAD'L TOP-PULL }

GEOMETRY::

	XS	S	M	L	XL	2XL	ALL		
VIRTUAL TT	21.7	22.6	23.3	23.9	24.5	25.3		HEAD TUBE	1.125
SEAT TUBE	13	15	17	19	21	23		HEAD ANGLE	70°
HEAD TUBE	3.5	4	4.3	5.3	6.3	7		SEAT ANGLE	73.5°
STANDOVER	28	29	30	31	32	33		SEAT POST	30.9MM
								CHAINSTAY	16.7
								BB SHELL	73MM
								BB HEIGHT	12.8

STOCK COLORS::

FIRE ENGINE RED / STARDUST SILVER

{ ALL MEASUREMENTS ARE GIVEN IN INCHES UNLESS OTHERWISE STATED }

