

1994-2004
Ten Years of
Quality
Without
Compromise.

The logo is a diamond shape with a black border. Inside, there are horizontal stripes of blue, red, and yellow, and a stylized white 'T' shape.

TURNER
SUSPENSION BICYCLES, INC.

2004 PRODUCT GUIDE

TURNER SUSPENSION BICYCLES

by Zapata Espinoza

For many of you reading this, you probably weren't around at the NORBA Nationals back in the 80's. If you were, that's where, like me, you would've first seen a young racer named David Turner working his way through the pack. From his earliest days as a Colorado privateer through his ascent to the Mongoose factory team in 1990, Turner was a dedicated cross-country racer for nine years. During that time he would transcend the technological divide of rigid steel bikes to that of aluminum full suspension bikes.

With a celebrated legacy of being both tradition bound and notoriously small minded, cross country racers have rarely found themselves at the forefront of new technology. David Turner was different. Turner was an XC geek (with motorcycle leanings) who early-on recognized the performance potential of suspension frames. Even before he stopped racing full-time, David had already jumped head first into the design and manufacture of suspension specific frames.

Unlike so many modern day goliaths, David Turner was there in the beginning when some of the most important principles of suspension theory were first being applied to mountain bikes. To his credit, Turner never bothered with any design that wasn't fully active. While that stance

invited plenty of scorn back in the day when the less visionary bike geeks among us favored semi-active designs, history has proven David right - full time function is the only way to go.

And so in the fall of 1993, Turner Suspension Bicycles was born. Cycling historians will recall that the early 90's marked the heyday of the mountain bike entrepreneur. New design ideas were rampant and hundreds of enthusiasts took their passion for the sport and turned it into their profession. Unfortunately, few of them survived. Those who did are testimony, not only to the merit of their products, but their commitment to enthusiasts who make up the sports most rabid participants. David Turner is justifiably proud in celebrating the ten year anniversary of the bicycle company that bears his name.

Just how much has changed over the years? I still remember calling David about his bikes back in the day when the operation was run out of his house in the remote hamlet of Eagle, Colorado. Turner Suspension Bicycles is now housed in a 2,500 square foot facility in Southern California where year-round mild weather and a plethora of trails and eager test riders allow for constant R&D.

A DECADE OF DEDICATION

As for the bikes themselves, in 1994 the Turner catalog consisted of a single, do everything suspension bike. For 2004, there will be five different purpose built models to choose from. In 1996 the downhill bike that first made waves in the sport was getting a whopping 4.25 inches of travel. Fast forward to 2004 and not only has the rear wheel travel doubled, but so too has the frame weight. At the end of the day, it all comes down to the product and how it's used. As the variety of niches within mountain biking began to evolve, Turner has responded with suspension frames that have proven capable in every terrain.

Although the record books will read otherwise, Turner frames have garnered an array of gold, silver, and bronze medals at the UCI World Championships over the years. They've also won World Cup dual slalom and four-cross events and taken NORBA National titles in the same events as well. Why the discrepancy? Simple. Many of the big bike brands that tout big race wins often rely on small time builders, like David Turner, to design and build the winning bikes which their advertising department is incapable of doing. So Turner bikes are race proven - what does that mean to you?

Whether you're considering a bike to ride the Porcupine Rim trail in Moab, or even looking for a cool bike to go hucking around on with your friends, Turner's racing legacy means that the bike has a lot of thought put into each design to not only make them perform, but more importantly, to make them last.

Without a doubt, the one thing that has always impressed me about Turner is that even though he retired from the pro circuit years ago, he has remained active in racing ever since. David displays the two virtues which are increasingly rare in the bike industry these days; passion and dedication. From turning wrenches on pit row to walking the DH course to better understand a bike's set-up needs, David understands the benefits gained from first hand knowledge. It's what separates him from so many others.

Turner's commitment to racers, freeriders, weekend warriors and, most important of all, the product which bears his name, is the inevitable result of his dedication to the sport and lifestyle of mountain biking. The performance, fun and memories that result from riding his bikes constitute the prize which everyday consumers can call their own.

-Zap

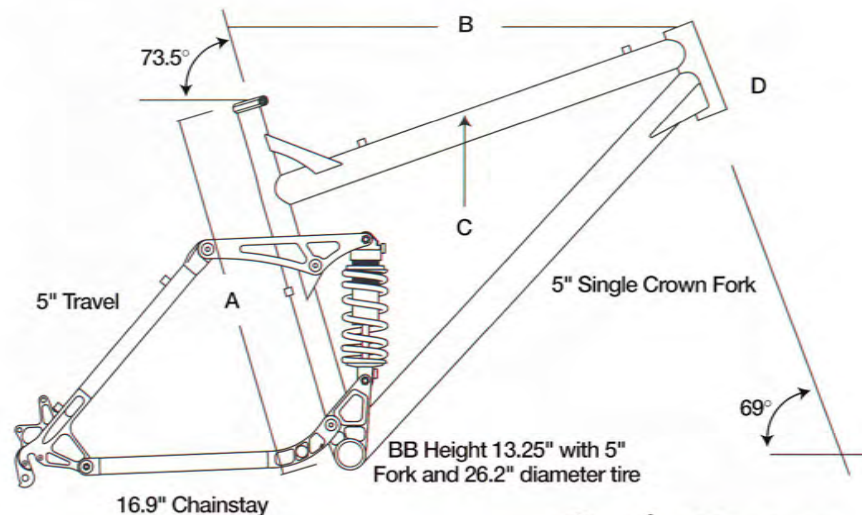


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5 SPOT

You asked for it, here it is, the five-inch travel trail bike. Similar weight to the 2002 XCE, but more travel. This bike rocks! MSRP is \$1,895.

The 5 Spot features 5 inches of travel, custom double butted tubing, bushings with zerk fittings, Romic coil shock and disc or cantilever option.



5 SPOT

A Size	B Top Tube	C Standover	D Headtube	E Wheelbase	F Recommended Height
Sm	22.2"	30	4"	43	5' 3" - 5' 6"
Med	23"	31	4"	43.8	5' 7" - 5' 10"
Lrg	23.9"	32	5"	44.7	5' 11" - 6' 2"
X-Lrg	24.8"	33	6"	45.6	6' 3" +

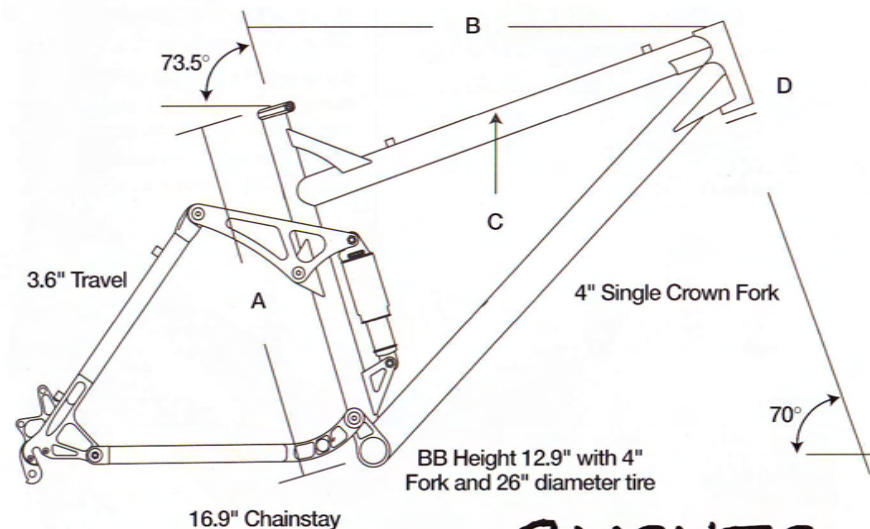
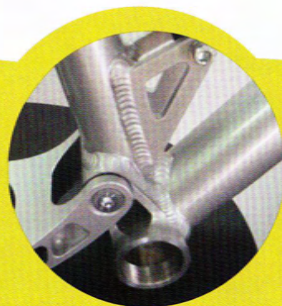


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BURNER

We've been improving this design since we first developed it 10 years ago. We now produce a Turner Burner at \$1,395 MSRP.

The Burner features 3.6 inches of travel, double butted tubing, bushings with zerk fittings, the Fox Float R with Pro Pedal, disc or cantilever option and the same U.S.-made quality you've come to expect from Turner Suspension Bicycles, Inc.



BURNER

A Size	B Top Tube	C Standover	D Headtube	E Wheelbase	F Recommended Height
Sm	22.2"	30	4"	42.1	5' 3" - 5' 6"
Med	23"	31	4"	42.9	5' 7" - 5' 10"
Lrg	23.9"	32	5"	43.8	5' 11" - 6' 2"
X-Lrg	24.8"	33	6"	44.7	6' 3" +

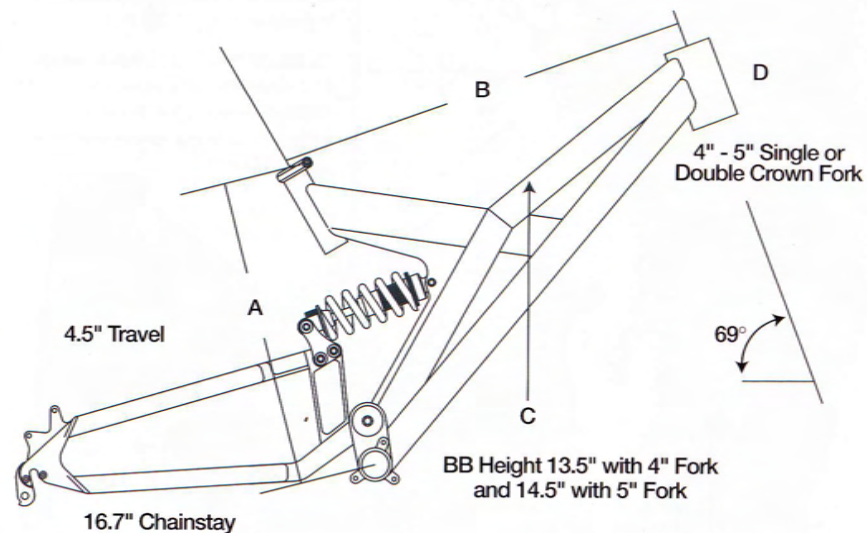


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RAIL

It's all in the name - this bike RAIL! MSRP is \$1,395.
The new Rail is our answer for dirt jumping, mountain cross and urban assault.

The Rail features 4.5 inches of rear wheel travel, a 1.5 standard headtube, square tube frame design, Fox Pro Pedal shock, disc brake mounts, and a low center of gravity to keep the Rail in the groove and boogieing down the course, wherever that may be.



RAIL

A Size	B Top Tube	C Standover	D Headtube	E Wheelbase	F Recommended Height
Reg	20.2"	27	4"	41.6	< 5' 8"
Lrg	22"	29	5"	43.1	5' 9" +

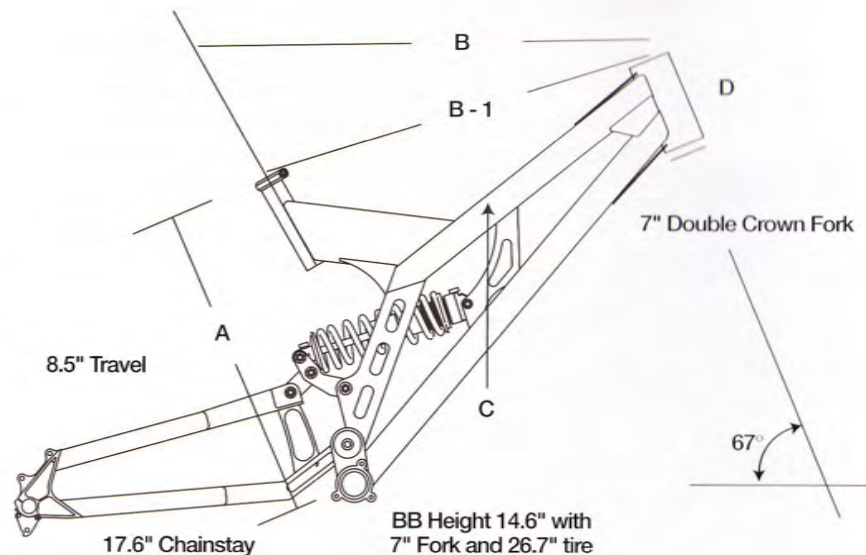
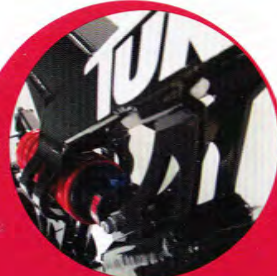


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DHR2

Kick the tires, light your fires, this bike fills your need for speed. MSRP is \$2,195. This is new and much improved for 2004.

The new DHR features 8.5 inches of rear wheel travel, a 1.5 standard headtube, square tube frame design, Romic works shock, 20mm through axel, and a low center of gravity to keep the tires glued for ripping through the corners.



DHR2

A Size	B / B-1 Top Tube	C Standover	D Headtube	E Wheelbase	F Recommended Height
Sm	23 / 20.3"	30	4.5"	44.8	< 5' 6"
Med	24.2 / 21.5"	30	5"	45.6	5' 7" - 5' 10"
Lrg	25 / 22.6"	30.5	5"	46.5	5' 11" +



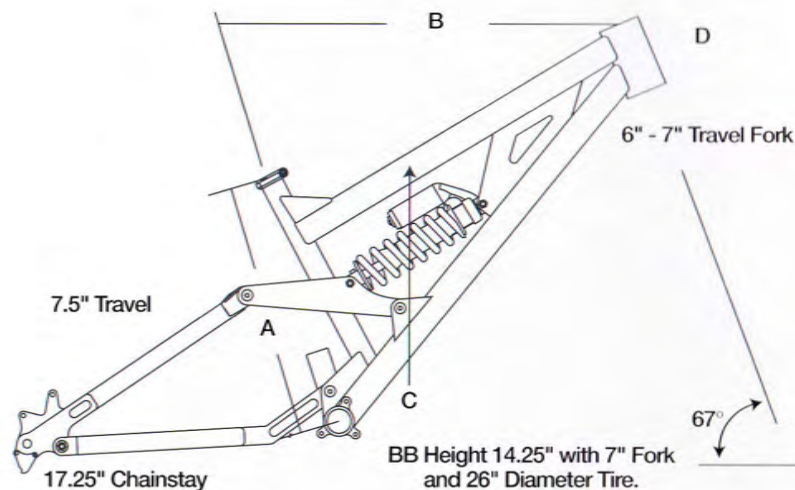
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HIGHLINE



Highline, the boldest line that separates the truly aggressive from the wanna be's. Not for wimps or bottom feeders. This is Turner's answer to the double black diamond hucking bikes that are the tool of choice for the North Shore.

Built with custom-made super strong rectangle tubing that puts a massive amount of strength across the load zones. If this frame doesn't outlast anything you have ever owned, you're in the morgue. MSRP is \$1,595.



HIGHLINE

A Size	B Top Tube	C Standover	D Headtube	E Wheelbase	F Recommended Height
Sm	22"	29	3.5"	44.1	< 5' 6"
Med	23"	30	4"	45.1	5' 7" - 5' 10"
Lrg	24"	31	5"	46.1	5' 11" - 6' 2"



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ACCESSORIES

Want something other than just frames? We've got Stickers, Socks, Beer Glasses, Water Bottles, Trailer Hitch Covers and SDG Embroidered Saddles to add to your Turner Collection. Give us a call for availability and pricing.



WARRANTY

Turner Suspension Bicycles, Inc. warrants each new Turner frame against defects in workmanship and materials for a period of two years from date of purchase.

Non-Turner branded suspension components shall be covered under the stated warranty of their original manufacturers. Parts and components not manufactured by Turner bikes shall be covered under the stated warranty of their original manufacturers. This warranty is expressly limited to the repair or replacement of a defective frame, or defective frame part, and is the sole remedy of the warranty. This warranty applies to the original owner and is not transferable.

Claims under this warranty are to be made directly to Turner Suspension Bicycles, Inc. Proof of purchase is required. A warranty registration card must be completed and received by TSB, Inc. before a warranty claim may be processed.

This warranty does not cover normal wear and tear, improper assembly or follow-up maintenance, or installation of parts or accessories not originally intended or compatible with the bike as sold.

The warranty does not apply to damage or failure due to an accident, abuse or neglect.

Turner Suspension Bicycles, Inc. shall not be responsible for incidental or consequential damages or personal injury. Labor charges for parts changeovers or the individual costs incurred by the dealer are not covered in the warranty. The user assumes the risk of any personal injury or damage to the bicycle or other losses if the bicycle is used at any time for stunt riding or similar activities, power or motor assist of any kind, or anything other than normal use.

This warranty gives the consumer specific legal rights that may vary from state to state.

This warranty does not affect the statutory rights of the consumer.



TURNER

SUSPENSION BICYCLES, INC.

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Quality Without Compromise is what we strive for. The best meld of climbing performance and rough terrain absorption combined with geometries tuned to the way you use the bike. No matter how many frames we build, our commitment to quality and service will never change.

A replaceable derailleur hanger is standard on all models. For 2004, our frames are available in four color choices: Black, Silver, Blue, and Red. The rears are painted to match and the rockers and linkages are always black.

If you're looking for a no-holds-barred high performance bike regardless of style, look to the frame designed around how you ride.

