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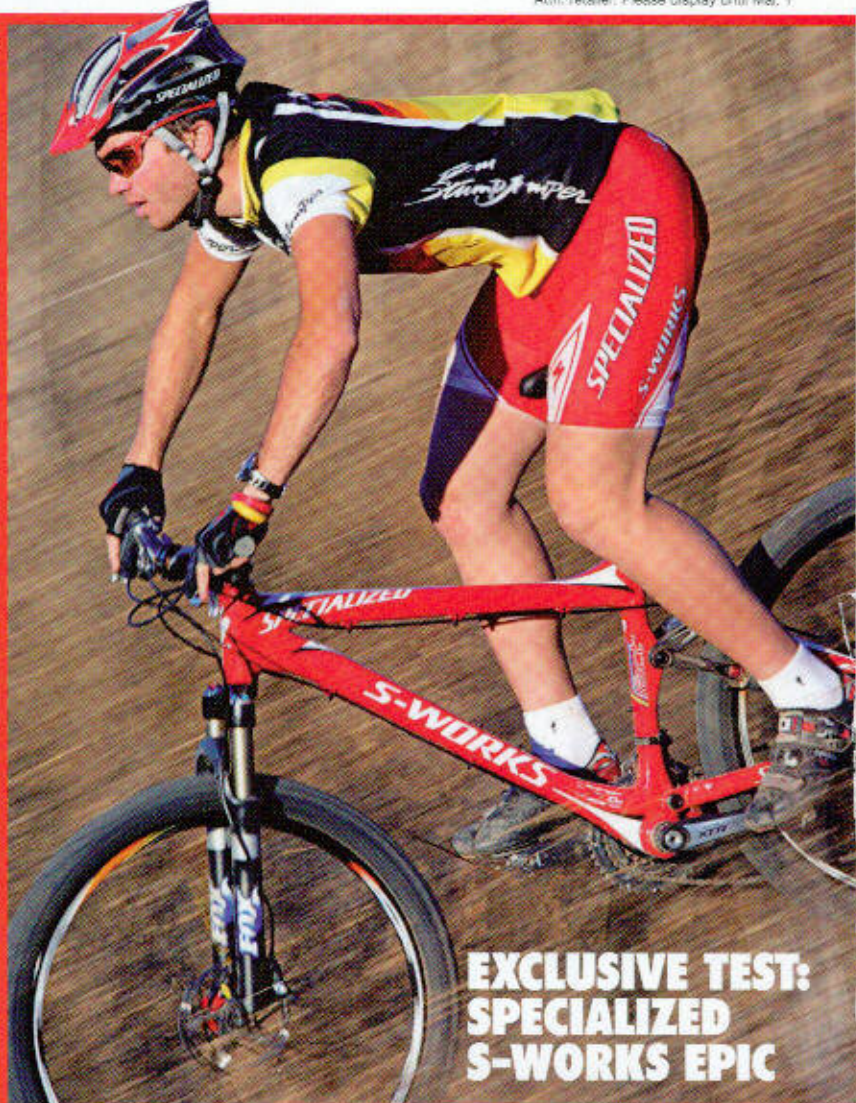
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Trailbikes



\$1699 (Frame and shock)
TURNER 5.5 SPOT

These guys lean towards the more aggressive side of trail riding, so expect strong and stiff, but light, nimble, and capable enough to handle twisty singletrack, rocky descents, and the longest, most technical climbs. The wider diameter tubing and in-house CNC machined rear end make the XCL handle the most aggressive cross-country style riding with a smile. You get five inches of rear wheel travel.



\$1879 (Frame and shock)
TURNER 5.5 SPOT

A super versatile trail bike that we tested way back in the December 2003 issue. The 2007 5.5 Spot received subtle but significant changes including a redesigned and torsionally stiffer rocker for increased travel without an increase in frame weight. The frame offers excellent mud clearance. We've seen this frame used for everything from cross-country racing to 4-Cross.



\$1859 (Frame and shock)
CHUMBA EVO

Should we put this in the trailbike or black-diamond section? We could have put it in both. Dial your fork down, and climb up your most technical singletrack. When you begin your descent, the EVO isn't going to hold you back. It begs to be bombed down the gnarliest of trails. A little on the heavy side for a trailbike, but if you are fit, it is worth it. Tested in our November 2006 issue.



\$985 (Frame only)
SPOT 29 FRAME

Lovingly crafted in Golden, Colorado, the Spot guys feel their 29 Frame is ideal for the taller trail rider who has always been cramped on a 26-inch wheel mountain bike. Spot uses slightly ovalized downtubes and larger diameter seat tubes to stiffen up the bottom bracket area and give you the "Spot" feel.



\$1495 (Frame and shock)
ELLSWORTH ENLIGHTENMENT 29

After a year of redesign, the Ellsworth Enlightenment is an entirely new creature; it now features a 7000 series Scandium front triangle and an Easton carbon dual monostay rear end. Ellsworth calls it a Firmtail because it does not ride like a hardtail. Interchangeable dropouts allow each frame to be converted from single-speed to a geared bike. It will ship with the dropouts for gears, and SS dropouts can be purchased separately. Available in both a 29'er and 26-inch version.



\$1500 (Frame and shock)
MAVERICK ML7

The Maverick ML7 brings you five inches of travel and a welded integrated rear shock body. The formed downtube keeps the front triangle very stiff. Maverick has trimmed a third of a pound off the original ML7 frame. The ML7 is available in black only. Maverick offers seven build kits from \$2999 to \$4449.



\$3930
BIONICON GOLDEN WILLOW 0

With a push of a control button on the right handlebar, a Bionicon rider can slacken the head angle and increase the fork travel for descending. Or he can reduce the travel, with a considerably steeper head angle as the grade reverses into an uphill situation. Think of it as custom tuning your bike's geometry on the fly. We tested the Edison version in our October 2005 issue. The Golden Willow adds travel and Bionicon's Double Agent fork to the mix.



\$2769
COMMENCAL META 5.5 2

In our test of the Meta (February 2006) we said, "Commencal's Meta is proof that Europe is a step ahead of us. They have taken the 5-inch trailbike that we developed—thanks to Foes, Intense, and Titus—and have run with it. They have even taken the Super D category of racing we developed for these bikes and have promoted it to the nth degree. They also have an enduro series for these bikes that includes downhill and uphill stages."

Trailbikes



\$1200 (Frame only)
SLINGSHOT RIPPER

You are looking at the world famous Slingshot, using SPT (Sling Power Technology). The downtube is actually a spring-loaded cable that when combined with the composite flexboard and boomtube (top tube) gives you a ride like no other mountain bike. We have not had one to test since 1999, so we can't say for sure how this model stacks up to the other modern trailbikes. If you get a chance to demo one, you've got to try it.



\$3650
TREK REMEDY 66

The Remedy's R1 active suspension doles out six inches of rear wheel travel through a Rockerlink that is tuned for heavy duty trail riding. There are four models from \$1980 up to the Remedy 66. Too much bike for tame trails. The Remedy wants it steep, rough and scary.



\$1018 (Frame and shock)
SALSA DOS NINER

This softtail uses a Salsa Reishi shock and the flex of the scandium chainstays to give the Dos Niner rider around an inch of, if not travel, cush. Did we mention it also uses 29-inch wheels? Best for the dual-suspension holdout who is tired of taking a beating at the hands of a hardtail.



\$1769 (Frame and shock)
FOES 2:1 FXR

The 2:1 FXR is a fun-to-ride, easy-pedaling, and technically capable trailbike. It doesn't fit into any major mountain bike category, but that is the beauty of the 2:1 FXR. In his experiment to demonstrate the effectiveness of his low-leverage Curmutt suspension, Brent Foes has produced the most enjoyable trailbike we have ridden in a long time. If you lean towards cross country, but you have a bit of Tasmanian Devil lurking in your cycling genetics, buy this bike.



\$1699 (Frame and shock)
SANTA CRUZ BLUR LT

Many of us want an aggressive trailbike, but see little or no merit in the latest crop of boat-heavy, big-hit bikes as a means to enjoy the precious few minutes of technical descending that most single-tracks offer. The Blur is the perfect compromise, because its technical handling is phenomenally good, but it still has a strong dose of that magic cross-country feel under acceleration and while climbing. The Blur LT is built tough enough to be an everyday ride, and its design is simple and pleasing to the eye.



\$2195 (Frame and shock)
ELLSWORTH ORACLE

This is a custom cousin of the Ellsworth Epiphany. This four-inch travel bike has a titanium front triangle and carbon seat stays coupled with an asymmetrical chainstay. This frame can be ordered as a complete build with a custom wheelset using Ellsworth carbon rims and a proprietary Chris King hub set. Each Oracle can be custom sized and have the rider's name etched on the frame for no additional charge.



\$2195 (Frame and shock)
ELLSWORTH EVOLVE

Ellsworth's 29'er frame with four inches of travel gets a steepened head tube to give it a short wheelbase (43.9 inches for the 18-inch frame) for a 29'er. It has a very low standover height on all the models, which allows the rider to make a selection based on cockpit (top tube) length. This lower standover height also may be just what shorter riders need to get into the 29'er movement.



\$4950
NORCO FLUID SE

Better known in Canada than the States, Norco's top-of-the-line trailbike offers 5.6 inches of rear wheel travel and externally adjustable fork travel from 3.9 inches to 5.5 inches. The SE has a Shimano XTR drivetrain. The company offers the Fluid in four other models, with the Fluid Four coming in at \$1365.



\$2150 (Frame and shock)
MAVERICK DURANCE

This is the latest edition to Maverick's growing line of mountain bikes. Claimed to have a little over five inches of rear wheel travel, the Durance has a steeper seat tube angle and lower top tube, plus Maverick makes them in a double-X size for tall riders. The idea of the Durance was to deliver a bike with long legs, but light enough to be ridden as an all-day, all-condition bike.



\$4200
SPECIALIZED EPIC MARATHON

This is a race bike, so why is it in our trailbike section? Don't let the 3.9 inches of travel fool you. This is an ultra-capable trailbike because the travel is pure quality. The Specialized AFR Shock, with its herd-tail-firm-to-trail-tune adjustability, does what many bikes with another inch of travel can't: go fast uphill. There are nine Epics in the Specialized line with standard Epics starting at \$2200.



\$1950 (Frame and shock)
INTENSE 6POINT6

Intense took the time to get the 6-Point-6 right, and it was definitely worth the wait. The 6-Point-6 will not be winning any cross-country races, and you won't see this bike launching off of red-rock cliffs in front of the hungry press. You will, however, be seeing a number of these versatile speedsters whenever the trails are technical and the fun meter is pegged. If you are a try-anything, go-anywhere trail rider, and have the money to burn, you will not be disappointed with the intense 6-Point-6.



\$2395 (Frame and shock)
ELLSWORTH EPIPHANY

This popular trailbike doesn't get any changes over the 2006 version (tested in our August 2006 issue). Like we said then, "The Epiphany is a dream come true for that rider who is coming back to the sport (or for the trail rider ready to step up from the mid-priced zone). It can blur the line between a cross-country race bike (some racers looking to improve on their descending times have opted for the Epiphany over the Truth) and an all-day-everyday trailbike. This is a bike that smoothes the trail, rewards its rider for the effort he puts in and is ready to welcome any serious rider back into the fold."



\$1875 (Frame and shock)
LENZ SPORT LEVIATHAN

Lenz is a frame builder out of Fort Lupton, Colorado, who is turning his skills towards 29-inch-wheeled mountain bikes. The Leviathan can be had in an endurance version (three inches of travel) or an all-mountain version (four inches). Lenz' attention to detail is amazing, and the company is known for putting way too much time into their frames. Lenz riders get a work of art, and the Lenz guys work a lot of late nights.



\$1875 (Frame and shock)
LENZ BEHEMOTH

Who says a 29-inch wheeled mountain bike can't have five inches of travel? Not the guys at Lenz. The Behemoth uses a curved top tube to give the rider adequate standover clearance, and then they tweak the geometry to give you trailbike turning and downhill racing stability. Known for their attention to detail, you get your money's worth out of every Lenz bike.

Trailbikes



\$5440
HARO WERX SDNIX

This is a bike that falls on the racy side of trail riding, so lots of riders have pressed them into service for 24-hour racing. There are four models (\$1960 to \$5440) and all of them use Haro's Virtual Link Suspension to deliver 4.7 inches of non-bobbing rear suspension. The Sdnix version comes with the finest components from Shimano, Fox and WTB.



\$4350
HARO WERX XEON

Haro dishes out 6.3 inches of rear wheel travel and gives you an aluminum frame that looks like it could be dropped off a cliff. In fact, that's what Haro is expecting the Xeon rider to do. There are three models (\$2285 to \$4350) and none of them come with any compromises. If you bend towards the technical trails, the Xeon is headed there with you.



\$2295 (Frame and shock)
ELLSWORTH MOMENT

The Moment earns a place alongside the Santa Cruz Heckler—one of our all-time-favorite, do-anything trailbikes. Few mountain bikes are as easy to ride, as forgiving in technical situations, or as fun to play on as the Moment. The Moment has more of everything an experienced trail rider wants. Ellsworth's new ride should be a hit for those of us who want their "one bike" to be the ultimate fun bike.



\$2895 (Frame only)
LINSKEY PERFORMANCE HB310MTN

The beauty of this titanium hardtail is that you can build it your way. That means full custom geometry to fit your body and riding style. But it will cost you. The top custom frame made from 6-4 titanium is priced at \$4195 for the frame. The company also has production versions (\$1795 and \$1995) made from 3/2.5 titanium.



\$4900

SPECIALIZED STUMPJUMPER PRO CARBON
Specialized delivers the Stumpy Pro Carbon with their own AFR shock with Brain Fade (a feature that doesn't allow the rider pedaling or weight to activate the suspension), a Fox TALAS RLC fork with alloy steerer and Magura Marta hydraulic disc brakes. You get 4.7 inches of travel in the rear and 5.5 inches up front. Specialized offers ten versions of their Stumpjumper. The top three use this carbon frame while the others rely on aluminum. The SJ Comp starts at \$2200 and won our recent trailbike shootout (December 2006).



\$6500
SCOTT RANSOM LTD

Tested in our September 2006 issue, the wrecking crew felt, "The LTD's agile handling instills confidence to attack gnarly trails, thanks to its 45-inch wheelbase and 68-degree head angle. The low-speed compression damping of the Fox 36 TALAS fork is difficult to keep in the desired position because it's under the high-speed compression and rebound knob. The rear wheel travel never bottomed on aggressive, advanced trails with moderate drops and rock gardens." If the price is too big a nut to crack, one of the other five Ransoms may work for you (from \$2800 to \$6500).



\$3250 (Frame only)
INDEPENDENT FABRICATION TI DELUXE

The Ti Deluxe is a durable, "perfectly-aligned" hardtail (that's IF's dig on builders who might get a little sloppy) that has a vast quantity of build options including rider-specific tube sets and geometry and the ability to build it around the fork of your choice. Yes, it can be a killer cross-country racer as well as a trailbike for someone who doesn't do "production." This company is committed to quality and attention to detail that a bicycle frame factory can only dream about. If you want a rare, expensive, custom mountain bike, Independent Fabrication is what you are about.



\$1995 (Frame and shock)
TITUS EL GUAPO

The most highly anticipated trailbike of 2007, this six-inch travel trailbike has a tough act to follow (the Titus Moto Lite is an MBA favorite). This new-from-the-tire-up Titus offers a lot more than an additional inch of travel over the Moto Lites. It is built for major abuse with aluminum rockers that should produce zero flex and easy-to-tune suspension. Expect a test in our pages in the near future.



\$2495 (Frame and shock)
TITUS MOTO LITE

"The Titus Moto-Lite could be a tightrope walker when it retires from mountain biking. Why? Perfect balance. It doesn't handle quick like a cross-country racer or sluggish like a downhill racer, but don't take that as a negative. It is the bike's strength. It is responsive and solid when entering corners, be they flat, uphill, downhill, tight or wide open. This is a versatile handler." Last tested in our January 2007 issue, the basic Moto Lite is an absolute steal at \$2495, and riders can opt for titanium or Exogrid versions, too. □

Black Diamond



\$2995 (Frame and shock)
KNOLLY V-TACH

Knolly says their V-Tach is "nimble enough to get you into trouble; solid enough to get you out." This escape vehicle has 7.7 inches of rear wheel travel and linkages that look like you could flat-tend them for years without complaint. The full-length seat tube is a very nice touch for a bike with this much travel.



\$5120
SCOTT HIGH OCTANE

The Scott High Octane uses alloy 7005 hydroform tubing, downhill geometry, a carbon seat mast with seat angle adjustment, a head tube that is compatible with 1-1/8 or 1.5-inch headsets, an ISCG mount and interchangeable dropouts. Rear wheel travel is from seven to 9.4 inches, and a Marzocchi BBB RCV fork is used up front.



\$2149 (Frame and shock)
TURNER HIGHLINE

The 2007 Highline is rolling proof that Dave Turner listens to riders. By equipping the 2007 Turner Highline with a shorter 2.5-inch travel shock, Turner has reduced its wheel travel to 7.1 inches. This modification provides greater versatility, especially when the bike is equipped with a single-crown, long-travel fork (1.5-inch head tube).



\$2398 (Frame and shock)
ELLSWORTH ROGUE

Where else can you get eight inches of rear wheel travel and a standover height that would make a gnome comfortable? Fitting on the Rogue is only the first surprise. This thing pedals like it wants to be in a cross-country race. You'll feel the weight while climbing, but this is still one of the best-pedaling black-diamond bikes we have ridden.



\$2499 (Frame and shock)
CHUMBA RACING F5

The F5 takes the place of Chumba's F4 and incorporates new technology that makes the bike stiffer, lighter and stronger. Chumba has lowered the center of gravity, so the bike handles in an extremely nimble and light manner.



\$550 (Frame only)
SANTA CRUZ JACKAL

The Jackal's hunchback tube will put off riders who are looking to push the limits of tricks that require one or more limbs crossing over the top tube. The Jackal is a tough little dog that is built to take a beating. If you are all about going big without going crazy, the Jackal will fit the bill.



\$5399
MAVERICK MLB SL

This was a tough call. The MLB could easily go in our trailbike section, because any rider in reasonable shape could climb any mountain on this bike. Still, it is so tough, and with 6.5 inches of travel, you could spend a summer at Whistler on this bike. So go ahead, take the black-diamond route down and then pedal back up to the top.



\$4910
BIONICON IRONWOOD

With a push of a control button on the right handlebar, a Bionicon rider can slacken the head angle and increase the fork travel for descending. Or he can reduce the travel with a considerably steeper head angle as the grade reverses into an uphill situation. Think of it as custom tuning your bike's geometry on the fly. While the feature is cool on a trailbike, it is a life saver on long-travel bikes. Try to demo one of these bikes. You will be amazed.