5A 6

RDPIII 7

MADE IN THE **USA**

7A 8

**FOES** RACING

# Foes Racing Timeline

1992:
Brent Foes, former designer and builder of off-road trucks for the likes of Nissan and Ford and drivers like Roger and Rick Mears, takes a look at current mountain bike designs. Realizing he could do much better, the bicycle division of Foes Fabrications is founded. The first LTS(Long Travel System) prototypes are built; their radical monoque construction turns heads and sparks interest. Certain the rest of the industry would catch up soon, the bike is designed with 6 inches of travel and has 3 chain ring compatibility.

Most mountain bike frames have 2.5" or less of travel. Many designs boarder on terrible, some pedal terribly, and others have horrible leverage ratios or awkward shock/activating mechanisms. Some suspension fork designs appear with features like disc brakes and inverted forks, but have low performance designs. The use of aluminum alloys, much less, monoque, is still a point of argument among magazine editors.

1993:
Foes Racing officially introduce the LTS frames at Interbike Anaheim. The LTS becomes the ultimate hardcore trail rider's mount, with a full 6 inches of travel in an efficient pedaling, low maintenance design. Although intended for heavy or extra rugged trail use, many riders begin using the LTS for DH racing, but many realize that the available forks cannot come close to the performance of the rear suspension. In late 1993 Foes develops the Foes F1 Fork to match the LTS frame's capabilities.

Frames are still at 3.5" or less of travel and most use under built, skimpy pivot assemblies. Forks are 2.5" or less travel and are noodle-flex! Techno weenies are dumbfounded by the 6" travel Foes LTS frame. Little is understood about damping and suspension in general by most of the industry. Unbelievably some argue about whether to suspend the rider or the bike.

1995:
Foes introduce the F1 Fork. Its 5" travel, dual crown, inverted design is a show stopper. With features like an internal floating piston compensator, air assisted 3 spring stack, adjustable rebound and compression damping, and a 30mm thru-axle, this fork sets the NEW STANDARD. The damping quality is the best ever to come on the market and at only 6.5lbs is still the most rigid suspension to date. The LTS/F1 combo is the obvious choice for hardcore trail riding (later called "FreeRiding") as well as DH racing. A lower cost version of the LTS line, called the Weasel is introduced.

Although frames are now available with up to 5inches of travel, 3.5" travel poorly damped forks are the norm. Both racers and hardcore trail riders demand better performance. There are a few offerings from some small companies, but no forks (except the F1) stand the test of time. "Quality Damping" from the big fork companies comes in the form of leaky, high maintenance cartridge units. The F1 fork is so innovative that some are overwhelmed by its advanced design.

1998:
In response to changing courses for racing, Foes releases the downhill specific Slammer DH. With its massive sealed bearing pivots, floating disc brake kit, the frame has all the advantages of both the "4-Bar" design and mono-pivot designs. The all new design is an instant hit on the Pro DH scene. The F1 fork's travel is increased to 6.5" to match the new frame. The unique design of the F1's dual crowns lend it to the shortest axle-to-crown distance in the industry saving many head tubes. The LTS and Weasel are still the #1 long travel, 3 chainring compatible frames around. A radical, leaf-spring design prototype frame using a damper by Sway-a-way is displayed. In conjunction with Curnutt Shocks, new damping assemblies are developed for future use on Foes frames and forks.

The first "FreeRide" bikes hit the market with cheap dual crown forks weighing 1-2lbs. More than a Foes F1 DH fork with less travel. Frames are classified as "freeride" if they have 4" travel and 3 chain ring compatibility. Foes frames still have 6" travel...but most still say "That's too much" It takes 3 more years before 6" is "normal" for freeride frames. Because the Foes LTS and Weasel are not marketed as freeride frame (why would they be?) they are overlooked by the magazines.

1999:
Trailing the success of the Slammer, Foes focuses on Dual Slalom racing with the new Zig-Zag hardtail. The Zig-Zag's aggressive geometry and burly construction make it a DS favorite. The F1 Wet One is released featuring an oil bath.

2000:
The FXC cross country racing frame is unleashed. Built with classic Foes handling and ultra lightweight design. The 8" travel DHS-MONO replaces the Slammer DH. The LTS and Weasel get a new pivot location for improved pedaling performance. The Zig-Zag FS is released with aggressive geometry and travel adjustable from 3.5"-5.5"

5"-6" travel becomes standard for freeride style frames. Frame and fork combos are finally starting to look like Foes' 1995 framesets, with an average 5"-6" travel front and rear. Fork manufacturers are now beginning to produce better damped, more reliable product, but the F1 is still ahead of the game. Fear of technology is still present as evidenced by the brief rise in popularity of single speed mountain bikes.

2001:
The Curnutt R shock is introduced. Available only on Foes frames, the technology is quickly sought after by the pro racing set. Using proprietary damping technology, this unit outperforms all others to date. Foes become the first DH builder to manufacture a complete frame/fork/shock combo – a truly integrated performance racing machine. Foes relocate and expand its factory to include two CNC machines. This further increases Foes' in-house product quality control.

Fork manufacturers continue to go up in travel, some at the expense of quality damping performance. Pro racers and freeriders quest to find better more consistent damping continue.

2002:
On the 10 year anniversary of Foes' first long travel 3 chainring frame the all new Foes FLY is released. With travel possibilities from 6"-8", a floating brake disc brake mount and of course 3 chainring compatibility it is the successor of the famed LTS/Weasel lineage. The 2002 DHS MONO gets a new front triangle using an Easton down tube and a monoque section that is 1 lb lighter than previous models. The F1 fork gets Curnutt technology and is boosted to 8" travel. The F1's internals are still outperforming current DH forks, and weight under 7lbs. Foes and Curnutt continue to develop new ' position sensitive' damping technology.

On the 10 year anniversary of the first Foes LTS, every major company now has a 3 chainring long travel bike! Sound familiar? Some current designs are not even close to the performance of the original Foes LTS design, and many are heavier with under sized pivot assemblies. The big fork companies are just now beginning to experiment with internal floating forks and position sensitive damping—ALL ORIGINAL FOES features!

2003:
Foes is offering more of their models with Curnutt shocks because customers are asking for them (Richard Cunningham of MBA still says the original Curnutt Shock still outperforms all stable platform valve shocks).The popular FXC is replaced by the all new FXR trail bike for customers looking for a stronger frame with two more inches of travel. The Foes FXR is released to the joy of many, this frame is the answer to their prayers for a 5"-5 ¾" travel trail bike that can take the abuse of bigger riders and for cross-country folks looking to get more aggressive on their bikes. With the performance enhancing Curnutt shock added to the frame later in the year, the Foes FXR becomes one of the best selling frames ever for Foes Racing.

More and more companies are now offering 5" travel frames to accommodate the requests of riders. Most of these bikes are still not available with stable platform shocks, while the Foes charges ahead with the best shock ever, the Curnutt XTD. Foes introduce the all new F1-XTD DH Fork. This fork is designed around the Curnutt piston with external threshold damping. This fork proved to be a winner first time out. It has all the external controls as the rear shock and only weights 8.5lbs. It is the first "position sensitive" fork that features the original true stable platform valve that Curnutt Inc. and Foes developed. Other fork manufacturers try and release forks with stable platform, but are unsuccessful with the response from customers saying that there is no stable platform. To date Foes is still the only manufacture to offer a custom tuned completely balanced suspension that features the same technology front and rear. With the release of the F1-XTD DH fork, Foes is also still the only company to offer a true Stable Platform Valve DH fork!

2004:
Foes introduce the all new Inferno. This frame is another Foes innovation and something the industry soon starts to follow. The first of its kind in the industry, the Foes Inferno is 7.5" of travel and comes stock with the Curnutt XTD shock and an optional floating brake set-up. It has a very unique monoque top section that features an embossed flame design adding style and stiffness. The frame gives you excellent climbing ability and plenty of wheel travel for downhill descents.

The DHS MONO gets some minor changes with an adjustable rod end on the shock to have the ability to control BB height and head angle and also receives bold new graphics. The New FXR 4X replaces the 2003 Zig-Zag featuring Curnutt XTD suspension and perfect geometry for the new racing scene of 4X that may become the replacement to DS races at some of the events. Foes get its first Dual Slalom victory by factory team rider Rich Houseman at the NORBA Sonoma Race on the FXR 4X frame and Curnutt XTD suspension. This new 4X frame is lighter and stiffer than the Zig-Zag plus the acceleration is better. The F1-XTD goes into full production and riders every where around the world start to experience the revolution in suspension with the ability to run the same fork that was tested for over two years at NORBA and World Cup races around the world.

2005:
Foes totally redesign the very popular Fly. The changes are ten fold involving everything from the main frame all the way to the rear drop outs to meet the continuing demands of today's progressive riders. This new design makes the Fly lighter by 1.5lbs and it gets a stiffer monoque top tube and comes standard with the Curnutt shock featuring 8" or 9" of travel.

F1-XTD increases in demand because other fork manufactures trying to design an inverted fork with the Stable Platform Valve are having reliability problems. The Foes Inferno and Foes FXR continue to set sales records and continue to set standards in the mountain bike industry. More and more companies start to release frames that feature more than or close to 5" of travel.

For the first time ever Foes takes off from racing after 10 years of NORBA and World Cup competition to work on new bike products and spend more time testing 2006 models.

2006:
Foes again steps up to the plate to show the industry whats up! The new 2:1 Curnutt XTD system is released at Interbike, completing another step in history for Foes; offering 2:1 leverage ratios with true stable platform valve technology. Totally redesigned for 2006, the DH frame called the 2:1 DHS MONO uses a massive Curnutt XTD shock with 5" of travel in conjunction with a linkage system that gives the frame a 2:1 ratio. This frame has been in the works for five years now and ready to release to the public. Another popular bike has become totally redesigned; the 2006 2:1 FXR. This frame has gone back to the normal triangle font section but uses a tuned monoque top tube to increase stiffness and help control vibration. This frame is also designed with a 2:1 ratio which allows the use of a lighter spring which makes less stress on the frame and adds to the pedal efficiency.

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Optional Floating Brake Set-Up

RDPIII 7

7A 8

Available Colors; Red Gloss Black Silver

RDPIII 7

# 06 INFERNO

Features;
- Curnutt 7.5" Travel
- Monoque Main Frame
- Single-Pivot design with dual sealed cartridge bearings
- Optional Floating Brake Set-Up
- Replaceable Der. Hanger
- Swing-Link Tuned
- Custom Foes floating brake drop-out
- Choice of Curnutt 2:1XTD or 2:1ITD System
- Ti or Steel Curnutt Spring
- Front Der. compatible

Frame specs;
- 1 1/8" Head Tube
- 31.6mm Seat Post
- 34.9mm/BP/Traditional Clamp Front Der.
- 135mm Rear QR DropOuts

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7A 3P

Swing-Link 5A 6

| | Frame Size | HT Angle | ST Angle | BB Height | C-stay Length | WB | TT Length | Seatpost | HT Diameter | HT Length | WT | BB-width | 12mmT/A | Curnutts XTDShock | FloatingBrake | 160HadleyHub | ForkDesign |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S | 17.2 | 67.5 | 64 | 14.2 | 17.2 | 43.8 | 20.5/22 | 31.6 | 1-1/8" | 4 | 7.5 | 68 | op | st | op | - | 5.9-6.7 |
| M | 18.5 | 67.5 | 64 | 14.2 | 17.2 | 43.8 | 21.5/23 | 31.6 | 1-1/8" | 4.5 | 7.5 | 68 | op | st | op | - | 5.9-6.7 |
| L | 19.7 | 67.5 | 64 | 14.2 | 17.2 | 43.8 | 22.7/24 | 31.6 | 1-1/8" | 5 | 7.5 | 68 | op | st | op | - | 5.9-6.7 |

SANTA ANITA CANYON

The Inferno was designed as a long travel trailbike with one thing in mind – and that was to have fun riding all day. Whether you're climbing or descending, the Inferno does it all. This is the one bike designed with a very stiff monocoque back bone and Easton down tube, along with 7.5" of Curnutt XTD travel. This bike is a blast! As an option you can install one of the Foes floating rear brakes to add even more control and stability under braking. This separates the braking force from the rear shock, allowing the rear suspension to work flawlessly.

MADE IN THE USA

RDPIII 7

7A 8

7A 3P

RDPIII 7

Available Colors; Red Gloss Black Silver

Features;
- Single-Pivot design with sealed cartridge bearings
- Swing-Link Tuned
- Replaceable Der. Hanger
- 2:1 Leverage Ratio
- Monoque Top Tube
- Full Length Seat Tube
- Curnutt 2:1 ITD (Optional with Bottoming Control Dial)
- Ti or Steel Curnutt Spring

Frame Specs;
- 1 1/8" Head Tube
- 135mm QR Rear DropOuts
- 68mm BB Shell.
- 31.6mm Seat Post
- 34.9mm/Bottom Pull/Traditional Clamp Front Der.

7A 8

Swing-Link Tuned

5A 6

| | Frame Size | HT Angle | ST Angle | BB Height | C-stay Length | WB | TT Length | Seatpost | HT Diameter | HT Length | WT | BB width | 12mmT/A | Curnutts ITDShock | FloatingBrake | 150DHadleyHub | ForkDesign |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S | 16 | 70.25 | 73 | 13.2 | 16.8 | 42.2 | 21/23 | 31.6 | 1-1/8" | 4.5 | 5 | 68 | - | xc | | | 4-5.9 |
| M | 18.5 | 70.25 | 73 | 13.2 | 16.8 | 42.5 | 22/23 | 31.6 | 1-1/8" | 4.5 | 5 | 68 | - | xc | | | 4-5.9 |
| L | 20.5 | 70.25 | 73 | 13.2 | 16.8 | 42.5 | 23/24 | 31.6 | 1-1/8" | 5 | 5 | 68 | - | xc | | | 4-5.9 |

SAN GABRIEL HIGH COUNTRY TOWARD TWIN-PEAKS

The Foes FXR has been a solid frame in our line for the past three years; it has been hailed as one of the best, most stiffest and superior trail bikes of its time. Now we've gone back to the drawing board to make it even better. 2:1 FXR – 5" Travel – 2:1 Shock Leverage Ratio ! The 2006 Foes 2:1 FXR is sexier than ever and has been totally redesigned for your riding adventure. Whether climbing all day long or exploring off the beaten path, the 2006 Foes 2:1 FXR is going to blow your mind. With a full length seat tube, monoque top tube, totally hand built in the U.S.A. and Curnutt 2:1 ITD suspension, you can be sure that the all new 2:1FXR is what you are looking for.

06 2:1 FXR

Features;
- Curnutt XTD or ITD 8" or 9" of travel
- Swing-Link Tuned
- Optional Floating Brake Set-Up
- Replaceable Der. Hanger
- Single-Pivot Design with 4 sealed cartridge bearings
- Choice of Curnutt 2:1XTD or 2:1ITD System
- Ti or Steel Curnutt Spring
- Front Der. compatible

Frame specs.;
- 1 1/8" Head Tube
- 12mm x 150mm Rear DropOuts
- 31.6mm Seat Post
- 34.9mm/BP/Traditional Clamp Front Der.
- Foes Chain Guide for single or dual ring use (not included)

RDPIII 7

7A 8

RDPIII 7

Available Colors; Red Gloss Black Silver

7A 3P

# 06 FLY

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| | Frame Size | HT Angle | ST Angle | BB Height | C-stay Length | WB | TT Length | Seatpost | HT Diameter | HT Length | WT | BB-width | 12mmT/A | Curnutts XTDShock | FloatingBrake | 160HadleyHub | ForkDesign |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S | 16 | 67.25 | 70 | 14.5 | 17.5 | 43.8 | 20/21 | 31.6 | 1-1/8" | 4.5 | 8-9 | 68 | st | st | op | - | 6.3-8.5 |
| M | 18 | 67.25 | 70 | 14.5 | 17.5 | 44.8 | 21/22 | 31.6 | 1-1/8" | 4.5 | 8-9 | 68 | st | st | op | - | 6.3-8.5 |
| L | 20 | 67.25 | 70 | 14.5 | 17.5 | 45.8 | 22.2/23 | 31.6 | 1-1/8" | 5 | 8-9 | 68 | st | st | op | - | 6.3-8.5 |

Redesigned and reintroduced in 2005, The Fly has been the rave of authentic free riders everywhere. With its monoque top-tube that offers a torsionally stiffer front end where the head tube needs it and a custom Easton Double Butted Down Tube, The Fly is lighter and stiffer all around. Still using the single-pivot design along with 4 sealed cartridge main pivot bearings, this frame has excellent durability and is easy to maintain. The full length 'S' bend seat tube offers more than enough room for full seatpost extension/drop along with the ability to run 1, 2, or 3 chain-rings, With an adjustable travel between 8" or 9" and utilizing the Original Stable Platform shock, The Fly will get you where you want to go.

MOUNT WILSON - TOWERS

RDPIII

RDPIII 7

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RDPIII 7

Available Colors; Red Gloss Black Silver

160mm Rear Hub w/12mm Alum. Axle

Each frame includes;
- Foes Chain Guide System
- Custom Hadley 160mm Rear Hub w/12mm Alum. Axle
- Rear Floating Brake Set-Up for 8" Rotor Only (Post Mount)
- Replaceable CNC'd Der. Hanger/Nut Combo
- Single-Pivot Design with 4 oversized sealed Cartridge Main Bearings
- 10" Travel Curnutt XTD Rear Shock Only
- Adjustable head angle by +/-2degrees via rod end
- Adjustable bottom bracket height by +/- 3/8" via rod end
- Ti or Steel Curnutt Spring Option
- Single or Dual Rate Spring Option

Frame specs;
- Single Chain-Ring Only
- 1 1/8" Head Tube
- 31.6mm Seat Post
- 83mm BB Shell

2:1 LINKAGE SYSTEM

| | Frame Size | HT Angle | ST Angle | BB Height | C-stay Length | WB | TT Length | Seatpost | HT Diameter | HT Length | WT | BB-width | 12mmT/A | Curnutts XTDShock | FloatingBrake | 160HadleyHub | ForkDesign |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S | 17 | 64.5-66.5 | 57 | 14.9 | 17.7 | 44.5 | 19.3/22.4 | 31.6 | 1-1/8" | 4.5 | 10 | 83 | st | st | st | *op | 7.5-8.5 |
| M | 18 | 64.5-66.5 | 57 | 14.9 | 17.7 | 44.5 | 20.6/23.4 | 31.6 | 1-1/8" | 4.5 | 10 | 83 | st | st | st | *op | 7.5-8.5 |
| L | 19.5 | 64.5-66.5 | 57 | 14.9 | 17.7 | 46.5 | 21.9/24.3 | 31.6 | 1-1/8" | 5 | 10 | 83 | st | st | st | *op | 7.5-8.5 |

MOUNT WILSON TOWARD THE CITY

Introducing the all-new 2:1 DHS. A dynamic, aggressive design that will change the way you think about downhill bikes. It's equipped with the all new 2:1 Curnutt XTD suspension, built completely by hand, and features our signature Monoque construction. The 2:1 DHS, endowed with 10" of XTD travel will provide stability, agility and control you never expected from a downhill bike. Connect yourself with state-of-the-art frame construction, floating brake control and intuitive suspension design for a ride that will take you down what ever you want. This engaging new technology and re-designed look will set a new standard in dowhill bikes.

# 06 2:1 DHS MONO

Each frame includes;
- Rear Floating Brake Set-Up for 8" Rotor Only (Post Mount)
- Replaceable CNC'd Der. Hanger/ Nut Combo
- Single-Pivot Design with 4 oversized sealed Cartridge Main Bearings
- 10" Travel Curnutt XTD Rear Shock Only
- Adjustable head angle by +/- 2degrees via rod end
- Adjustable bottom bracket height by +/- 3/8" via rod end
- Ti or Steel Curnutt Spring Option
- 160mm x 12mm Rear Hub Option

Frame Requirements;
- 150mm x 12mm Rear Through Axle Hub
- Single Chain-Ring Only
- Foes Chain Guide (not included)
- 1 1/8" Head Tube Only
- 31.6mm Seat Post

RDPIII 7

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RDPIII 7 ⟵ Available Colors; Red Gloss Black Silver

7A 3P

⟶ Foes Chain Guide (not included)

7A 8

MADE IN THE USA

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| | Frame Size | HT Angle | ST Angle | BB Height | C-stay Length | WB | TT Length | Seatpost | HT Diameter | HT Length | WT | BB-width | 12mmT/A | Curnutts XTDShock | FloatingBrake | 160HadleyHub | ForkDesign |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S | 17.2 | 65.25-67.25 | 56.5 | 14.7 | 17.98 | 45 | 19.3/21.8 | 31.6 | 1-1/8" | 4.5 | 10 | 68 | st | st | st | *op | *op |
| M | 18.5 | 65.25-67.25 | 56.5 | 14.7 | 17.98 | 46 | 20.5/23 | 31.6 | 1-1/8" | 4.5 | 10 | 68 | st | st | st | *op | *op |
| L | 19.2 | 65.25-67.25 | 56.5 | 14.7 | 17.98 | 47 | 21.6/23.8 | 31.6 | 1-1/8" | 5 | 10 | 68 | st | st | st | *op | *op |

MOUNT LOWE RD TOWARD MT. MARKHAM

Now in its 4th year of production, this frame is a solid winner. The Foes DHS Mono is credited with more National and International race wins than any other bike out there. For that reason and the fact that is by far one of the strongest frames available today, the DHS Mono is straight online for some more wins in '06. Still combining the perfect amount of monoque design coupled with the best single pivot design out there, the DHS Mono is perfect for DH racing, big drops, and of course those nasty days with your pals trying to beat them down the mountain. Enduring design, Curnutt XTD suspension, floating brake control; all of these standard features plus much more await you. What are you waiting for.

# 06 DHS MONO

Available Colors; Race Red ONLY

# 06 2:1 4X

Features;
- Adjustable head angle and BB height via rod end
- Single-Pivot design with sealed cartridge bearings
- Swing-Link Tuned
- Replaceable Der. Hanger
- 2:1 Leverage Ratio
- Monoque Top Tube
- Full Length Seat Tube
- Choice of Curnutt 2:1XTD or 2:1ITD System
- Ti or Steel Curnutt Spring

Frame Specs;
- 1 1/8" Head Tube
- 135mm QR Rear DropOuts
- 68mm BB Shell
- 31.6mm Seat Post
- 34.9mm/Bottom Pull/Traditional Clamp Front Der.

| | Frame Size | HT Angle | ST Angle | BB Height | C-stay Length | WB | TT Length | Seatpost | HT Diameter | HT Length | WT | BB-width | 12mmT/A | Curnutts XTDShock | FloatingBrake | 160HadleyHub | ForkDesign |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S | 16 | 68.5-69.5 | 73 | 13.2 | 16.8 | 42.3 | 21/22 | 31.6 | 1-1/8" | 4.5 | 4 | 68 | - | st | - | - | 3.3-51 |
| M | 18.5 | 68.5-69.5 | 73 | 13.2 | 16.8 | 43.1 | 22/23 | 31.6 | 1-1/8" | 4.5 | 4 | 68 | - | st | - | - | 3.3-51 |

MT. LOWE ROAD

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Totally redesigned for 2006, the 2:1 4X frame is equipped with Foes' new Curnutt XTD 2:1 rear suspension giving the frame a perfect 4" of rear travel. Superb for racing 4X, DS, or your local dirt jumps, the 4X frame includes heavy duty gussets at the head tube, a one piece monoque top tube with built in contours to stop torsional twist. With the 2:1 XTD Shock and its adjustable rod end, you'll be able to change the head angle by +/- 1 degree and raise or lower the bottom bracket height for an advantage when the course changes on you during the summer race series. Lighter weight, 2:1 XTD Curnutt, new looks; all the qualities you need to win...or at least put the smack down on your friends at the local BMX track. Ride a Foes and you'll be riding the frames everyone knows them by, "The Champions' Choice", hand built and tested in the good ol' U.S.A.

7A 8

Features;
- Race tested for over 2 years at NORBA and WORLD CUP race, the XTD is a proven winner.
- Inverted Design for Maximum stiffness and Zero Flex
- Leading axle configuration
- 1 1/8" Steer Tube with Threaded Steer (No Star nuts)
- Every part is CNC machined out of aircraft billet aluminum
- External bottoming control adjustment
- External spring preload adjustment
- External, top mounted rebound control
- Low Air Pressure regulated XTD Platform System
- Massive 46mm Outer Legs
- Superior 38mm Easton 7000 Inner Legs
- Each fork is hand built and tested
- Three spring rates in Ti or Steel available (depends on rider weight with gear)

# 06 F1 XTD

RDPIII 7

7A 3P

RDPIII 7

7A 8

Each F1-XTD Fork includes:
- 30mm axle for one of the stiffest front ends available
- 32h or 36h Hub that provides a dish less wheel
- 8" Foes Custom Rotor manufactured by Galfer USA
- Post Mount or I.S. Brake Adapter
- 3 position Integrated 25.4mm Handle Bar Clamp
- Flat clamps for head tubes up to 5" tall (Optional Drop clamps for head tubes up to 6" tall)
- Foes exclusive threaded steer tube, no flimsy star nuts here
- Steel Spring (Standard), Optional Ti Spring
- Custom Fork Guards w/cable guide
- Front Brake Housing Guide
- Steering Stops

MADE IN THE USA

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MADE IN THE USA

After years of R&D on the race circuit and hundreds of man hours later, the F1-XTD fork was, and still is, the first and only fork in the mountain bike industry to successfully use the proven Curnutt XTD stable platform valve technology. Released in spring 2004 the F1-XTD fork is a proven winner. Whether you're racing Pro DH or just starting in the Sport class, this fork will work beyond your wildest dreams. On smooth terrain the fork sits in its travel without movement, then when you least expect that huge drop, the patented XTD stable platform valve kicks in, supplying you with total control no matter what the terrain. The F1-XTD provides a full 8.5" of travel with the feel of power steering and unsurpassed grip for total control. Utilizing the patented Curnutt platform system, the F1-XTD is the next step in front suspension history! Be in command of your ride, jump as high as you want, fly as far as you can and take those drops without fear, and you'll never ride the same again.

RDPIII 7

## New for 2006.....Curnutt ITD(Internal Threshold Damping)

A simpler and easier to adjust user friendly version of the awesome XTD shock, the ITD is built with the same care as each Curnutt shock. The ITD is for the rider who wants to set it and forget it with air pressure and rebound control, the bottom-out feature is pre-set from the factory so you just set your air pressure based on your weight and go riding.

Features;
- Steel or Ti Springs (Ti weight limit depending on model)
- XTD Bottoming Control feature controls the last 30% of shock travel
- ITD Bottoming Control is preset from the Factory
- Rebound damping control
- Works off minimal preload for better action
- Air pressure pedaling platform control
- Four different shocks for every Foes model
- All adjustments are EXTERNAL for easy access
- Every part is CNC machined from billet aircraft grade aluminum
- Each Shock is hand built and tested

Available with Ti or Steel Springs the Curnutt does have a rider weight limit of around 230lb with gear, depending on model. Ask your Foes dealer which spring is correct for your weight or consult the Foes website at www.foesracing.com

PIT SHIRT

FOES PRINTED T'S

MADE IN THE USA

EMBROIDERED SHORTS

Stella



Rudy

PH_626_683_8368 F_626_683_8622 INFO@FOESRACING.COM WWW.FOESRACING.COM
DESIGN_johnny@3pinmedia.com Photography_Mitch Evans_mitch@foesracing.com