



**FOESUSA**



**07**

# NEW FOR 2007



**For 2007 Foes introduces two new trail bikes for your back country pleasure. Both framesets will complement the already popular FXR 6" and give trail riders the choices they deserve for future seasons of riding. Check 'em out!**

**2:1 XCT 5—** This frame was created for the rider who is looking for a trail bike you can ride all day long and not come back worn to shreds. It is built with the Foes 2:1 leverage system, oval and bi-oval tubing, and a unique monocoque front gusset section that incorporates the top tube, down tube, head tube and top shock mount for maximum stiffness. Included in the XCT 5" frameset are the Foes Swing Link and Single Pivot Design for near zero flex at the swingarm, and a Curnutt Racing Shock, with its legendary Stable Platform. You'll be able to shred the whole mountain on the XCT 5: carve the turns with its responsive steering, climb the steepest singletrack, and hammer descents littered with rocks, roots and square edges with aplomb.

**2:1 XCT 4—** This frame is based on our XCT 5, but with one big difference—it comes standard with Curnutt's new 4" AIR Shock with an adjustable rod end. This rod end allows you to adjust the shock's 'eye-to-eye' length, which changes the head angle and bottom bracket height for precision handling adjustability. The XCT 4 is an all-mountain, purpose-built bike for those riders who know they want the best 4" of travel on the planet for those all-day rides in the back country. Devour the uphill with energy to spare, carve the switchbacks with confidence, and ride back with some epic memories on the XCT 4.

**Curnutt AIR Shock—** The Curnutt AIR is designed around Foes popular 2:1 leverage ratio and features technology not found on traditional air shocks. With Curnutt's unique extra large air chamber, you can run a lower psi than the competition. Besides being easier to pump to on the trail, lower pressures promote small bump performance and increase traction. Although enjoying a weight benefit from the lack of a steel or titanium spring is definitely a plus—you can save a pound in weight over a titanium shod Curnutt coilover—the 2:1 Curnutt Air has the added benefit of flowing much more fluid than other shocks. This prevents damping fluctuations due to temperature shifts, and allows more precision in external damping and rebound adjustabilities. Simply put, the Curnutt 2:1 AIR is at the pinnacle of air shock damping performance and technologies, and is available only on Foes.



# SIGNATURE TECHNOLOGIES ON ALL FOES FRAMESETS

**MONOCOQUE DESIGN**— Since the beginning in 1992, Foes has set itself apart from the rest of mountain bike brands with its unique aluminum monocoque frame designs. What is a monocoque frame? Monocoque frames and frame elements are made by bending (hydroforming) sheet aluminum around dyes to create the right and left halves of a portion of the frame. These halves are then hand-welded together into a single, hollow piece, which is trimmed for precision and hand-welded into the whole of the frame. Aluminum monocoque is legendary for being stiff, strong and light. Other manufacturing processes come and go, but aluminum monocoque is the proven way to make a race bike rugged, light and ultra-stiff. Foes monocoque frame elements and CNC connectors are fabricated right at the Foes facility in Pasadena, California.

**SINGLE PIVOT DESIGN**— As with Monocoque Frame Design, Single Pivot rear suspension is synonymous with Foes Racing and the Foes philosophy—one pivot is a simple, elegant and rugged design application for mountain bicycles. You can add more connectors, links, and other monkey-motion elements to a rear suspension to achieve stable platform, but you'll have to contend with a host of negatives: frames that 'inchworm' and have confused handling, replacing scads of bearings and moving parts during maintenance, and dealing with the flex of these moving parts trying to handle rider energies and damping at the same time. The solution is simple: build stable platform into the shock design, not the frame, and utilize a Single Pivot which yields less flex, maintenance and cost.

**FOES SWING LINK**— Don't confuse a Foes Swinglink for another pivot. The Foes swinglink is added to the frameset purely for its ability to arrest lateral torsional forces (flex and yaw) that impede forward motion. Simply put, the Foes Swinglink is a simple, lightweight way to support the connection between the rear suspension and the front frame triangle and stop the bike from unwanted flex when you are hammering up the trail or banzaiing over rough terrain. Bikes without a Foes Swinglink ask their shocks to do double duty: handle damping/rebound as well as rider side-load energies (hammering)—a bit too much to ask of your shock. Less flex from a Foes Swing Link means more of your energy pushing you forward... and a truly rugged frameset.

**FLOATING BRAKE MOUNT**— A Floating rear brake mount, standard equipment or an optional upgrade on many of Foes' framesets, is an inexpensive and simple way to immediately improve your control over the bicycle during braking. With standard brake mounts, the rear suspension's movement is impeded severely when the rear brakes are applied, causing 'brake jack', where the rear suspension just locks up and refuses to actuate. A Foes Floating Brake Mount isolates the braking forces from the suspension forces, allowing the rear end to move through its arc of travel while you are braking hard through obstacles. Imagine that, being able to modulate your braking while slamming through the whoops— only on a Foes!

**CURNUTT SHOCKS**— Exclusive only on Foes Framesets, Curnutt Racing Shocks use unique and patented technologies to create the finest bump absorption performance on the planet. Curnutt has been in the winner's circle for over 40 years, providing the champions of off-road racing in cars, motorcycles and bicycles the finest performing shocks money can buy. Foes' exclusive rights to Curnutt technologies has promoted the advancement of bicycle suspensions—being the first to introduce Stable Platform, Position Sensitive Damping, and now 2:1 Rear Leverage Ratio, among others. Curnutt Shocks are 'factory' equipment available only to Foes riders and racers.

**2:1 LEVERAGE RATIO**— Most bicycles use a 3:1 rear leverage ratio in their suspensions—which is good for general applications. But Foes knew that reducing the leverage ratio to 2:1 had several performance and design benefits—the only problem was that popular shock manufacturers weren't going to start making 2:1-oriented shocks just because Foes wanted them. The solution? The close collaboration with Curnutt Racing Shocks allowed Foes to totally re-think the way mountain bike suspensions should function and be designed. 2:1 means...every 2 inches of wheel travel is damped by 1 inch of shock stroke. Therefore, 2:1 shocks have a longer stroke and flow more fluid volume per same wheel travel as other bikes. This speeds up the shock shaft velocities and makes rider input (adjustments) far more accurate. Additionally, a 2:1 shock uses much lighter spring rates. This allows Foes to valve the shock for actual trail obstacle forces rather than compensating and valving for the tremendous energies coming from the shock itself—its huge spring constantly coiling and re-coiling. Lighter springs are easier to control with internal valving and rider adjustments, and enjoy the added benefit of being easier on welds, seams, joints, connectors and the frame itself. Now you know.

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# 07 FOES FRAME LIST



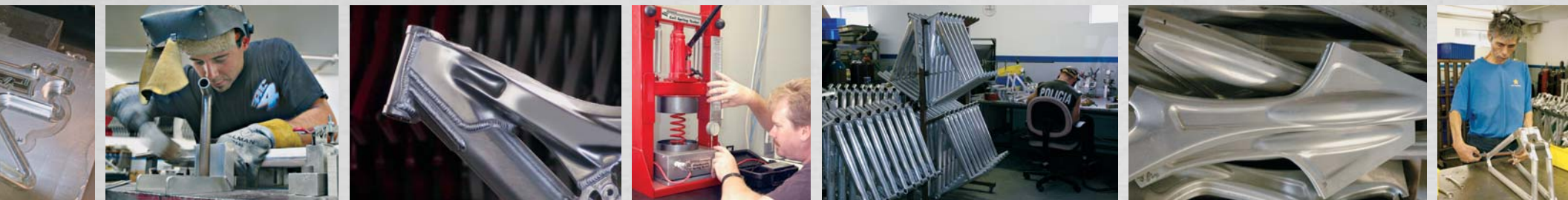
2:1 DHS MONO  
DOWNHILL

2:1 FOUR X  
FOUR X / DUAL SLALOM

THE FLY  
FREERIDE

LONG





**INFERNO  
TRAVEL TRAIL**



**2:1 FXR  
AGGRESSIVE TRAIL**



**2:1 XCT 5  
TRAIL / ADVENTURE**



**2:1 XCT 4  
CROSS COUNTRY TRAIL**

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## 2:1 DHS MONO

- 2:1 LEVERAGE RATIO
- SHOCK SHAFT SPEED INCREASED FOR BETTER PERFORMANCE
- LIGHTER SPRING—LESS STRESS ON FRAME
- MONOCOQUE FRAME HYDROFORMED AT FOES FACTORY
- INTEGRATED CHAIN DEVICE
- 83MM SHELL, 160MM HUB—IMPROVED CHAIN LINE

- FLOATING REAR BRAKE
- SINGLE PIVOT DESIGN—NO FLEX
- FULL COMPLEMENT PIVOT BEARINGS
- VERY LOW CENTER OF GRAVITY
- ADJUSTABLE HEAD ANGLE
- EXCLUSIVE CURNUTT SHOCK
- ADJUSTABLE PLATFORM AND BOTTOMING CONTROL
- 160MM HUB AND CHAIN DEVICE—STANDARD EQUIPMENT
- 10" OF REAR WHEEL TRAVEL



The 2:1 DHS Mono is an aggressive design that will change the way you think about downhill bikes. It's equipped with the 2:1 Curnutt XTD suspension, built completely by hand, and features our signature monocoque 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 construction, floating brake control, and intuitive suspension design for a ride that is setting the performance standard in downhill bikes.



- 2:1 LEVERAGE RATIO
- EXCLUSIVE CURNUTT AIR SHOCK
- ADJUSTABLE HEAD ANGLE, BOTTOM BRACKET
- SINGLE PIVOT DESIGN FOR MAXIMUM STIFFNESS
- FULL COMPLEMENT PIVOT BEARINGS
- FOES SWING LINK
- MONOCOQUE FRAME HYDROFORMED AT FOES FACTORY
- EASTON DOUBLE-BUTTED DOWN TUBE



The 2:1 4X is equipped with Foes' new Curnutt AIR 2:1 suspension, giving the frame a perfect 4" of rear wheel travel. Superb for racing 4X, DS, or your local dirt jumps, the 2:1 4X frame includes heavy duty gussets at the head tube and a one-piece monocoque top tube with built-in contours to arrest torsional twist and yaw. With the 2:1 Curnutt AIR shock and its adjustable

rod end, you'll be able to change the head angle by  $\pm 1^\circ$  and raise or lower the bottom bracket height for an advantage when the courses change during the summer race series. Lighter weight, the 2:1 4X AIR has all the qualities to win. Ride a Foes and you'll be riding the frames everyone knows as 'the Champions' Choice'—hand-built and tested in the good 'ol U.S.A.

2:1 FOUR X

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## THE FLY



- 8"-9" ADJUSTABLE TRAVEL
- EXCLUSIVE CURNUTT SHOCK
- HYDROFORMED TOP TUBE FOR MAXIMUM TORSIONAL STIFFNESS
- EASTON DOUBLE-BUTTED DOWN TUBE
- FULL COMPLEMENT PIVOT BEARINGS
- 12MM REAR AXLE—150MM SPACING
- OPTIONAL FLOATING REAR BRAKE
- FOES SWING LINK

The Fly has been the rave of authentic free riders the world over. With its monocoque 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 of 8" or 9", and utilizing the Original Stable Platform Curnutt Shock, The Fly will get you where you want to go.



- 7.5" TRAVEL
- EXCLUSIVE CURNUTT SHOCK
- FOES SWING LINK
- FULL MONOCOQUE TOP FRAME SECTION
- EASTON DOUBLE-BUTTED DOWN TUBE
- SINGLE PIVOT DESIGN WITH FULL COMPLEMENT BEARINGS
- OPTIONAL FLOATING BRAKE
- REPLACEABLE DERAILLEUR HANGER



The Inferno was designed as a long-travel trail bike with one thing in mind—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 ITD travel. Install the optional Foes Floating Rear Brake and add even more control and stability under braking. Burn up miles on trail in comfort on the Foes Inferno.

**INFERNO**

**FOES USA**



# FOES USA

## 2:1 FXR



- 6" REAR WHEEL TRAVEL
- MONOCOQUE TOP TUBE FORMED IN-HOUSE
- EASTON DOUBLE-BUTTED DOWN TUBE
- SINGLE PIVOT DESIGN FOR MAXIMUM STIFFNESS
- FULL COMPLEMENT PIVOT BEARINGS
- FOES SWING LINK
- REPLACEABLE DERAILLEUR HANGER
- EXCLUSIVE CURNUTT SHOCK

The Foes FXR has been a solid frame in our line for the past 4 years; it has been hailed as one of the best, stiffest and superior trail bikes of it's time. Now, with the 2:1 shock leverage ratio, this bike is on its way to becoming legendary. Whether climbing all day or exploring

off the beaten path, the Foes 2:1 FXR's performance will blow your mind. With a full length seat tube, a monocoque top tube, totally hand-built in the U.S.A., and Curnutt 2:1 ITD suspension, you can be sure that the 2:1 FXR will give you epic trail rides.



- 2:1 LEVERAGE RATIO
- 5" REAR WHEEL TRAVEL
- FULL COMPLEMENT BEARINGS
- SINGLE PIVOT DESIGN
- MONOCOQUE FRONT FRAME SECTION
- FOES SWING LINK
- REPLACEABLE DERAILEUR HANGER
- EASTON DOUBLE-BUTTED DOWN TUBE



**NEW for 2007!** The 2:1 XCT 5" travel is a bike that can be ridden on any trail with confidence. The XCT 5 features full tube design with an Easton downtube and sleek Foes monocoque head gusset. With the stiffness of its tubed front triangle, rigidity of the swingarm, and

the placement of the single pivot, you will have heaps of control and traction on all kinds of terrain. With its 2:1 leverage ratio designed around the Curnutt ITD Shock and built-in Stable Platform, the XCT 5" will create some epic rides—not hiking memories.

**2:1 XCT 5**

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## 2:1 XCT 4



- 2:1 LEVERAGE RATIO
- 4" REAR WHEEL TRAVEL
- AIR CURNUTT ONLY
- ADJUSTABLE SHOCK LENGTH
- SINGLE PIVOT DESIGN
- FOES SWING LINK
- MONOCOQUE FRONT FRAME SECTION
- REPLACEABLE DERAILLEUR HANGER
- EASTON DOUBLE-BUTTED DOWN TUBE
- FULL COMPLEMENT BEARINGS

**NEW for 2007!** The 2:1 XCT 4, with its 4" of travel, is for the rider looking for an ultra-stiff bike that climbs like a goat. The XCT 4 features full tube design with an Easton downtube and sleek Foes monocoque head gusset. With single pivot design and the Foes swing link, you can expect almost zero flex—and the same amount of maintenance!

Available only with the AIR Curnutt, its larger air chamber allows for lower air pressures, so it's more sensitive to small bumps than other air shocks. And, with the adjustable rod end you can adjust the length of the shock for a  $\pm 1^\circ$  head angle change to suit your riding style. Think of it as a two-wheeled goat.



2007 • HAND CRAFTED • USA

# CURNUTT RACING SHOCKS



- STABLE PLATFORM DESIGN
- EXTERNAL BOTTOMING CONTROL
- REBOUND FULLY ADJUSTABLE
- TI SPRING OPTIONAL
- ALL ALUMINUM PARTS ARE HARD ANODIZED
- SECONDARY AIR CHAMBER FOR BIG HITS
- BUILT TO EACH RIDER'S SPECIFICATIONS
- 100% MACHINED AND ASSEMBLED IN THE U.S.A.

## SHOCKS

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# FORKS

## CURNUTT F-1 XTD RACING FORK



- DOWNHILL RACING ONLY
- STABLE PLATFORM DESIGN
- EXTERNAL BOTTOMING CONTROL
- REBOUND FULLY ADJUSTABLE
- TI SPRING OPTIONAL
- INTEGRATED STEM
- ALL ALUMINUM PARTS ARE HARD ANODIZED
- FOES 8" ROTOR
- FOES HADLEY DOWNHILL HUB
- 100% MACHINED AND ASSEMBLED IN THE U.S.A.



# 2007 SPECIFICATIONS

		Frame Size	Head Tube Angle	Seat Tube Angle	Bottom Bracket Height	Chainstay Length	Wheel Base	Top Tube Length	Seat Post Diameter (mm)	Head Tube Diameter	Head Tube Length	Wheel Travel	BB Width	Stand Over	Fork Design	Standard Curnutt Shock	Optional Curnutt Available	160 Hadley Hub	12mm T/A	Floating Brake
<b>2:1 DHS MONO</b>	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	31	7.5-8.5	XTD	-	st	st	st
	M	18	64.5-66.5	57	14.9	17.7	45.5	20.6/23.4	31.6	1-1/8"	4.5	10	83	31.5	7.5-8.5	XTD	-	st	st	st
	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	31.5	7.5-8.5	XTD	-	st	st	st
<b>THE FLY</b>	S	16	67.25	70	14.5	17.5	44.3	20/21	31.6	1-1/8"	4.5	*8-9	68	29.5	6.7-8.5	ITD	XTD	op	st	op
	M	18	67.25	70	14.5	17.5	45.3	21/22	31.6	1-1/8"	4.5	*8-9	68	30	6.7-8.5	ITD	XTD	op	st	op
	L	20	67.25	70	14.5	17.5	46.3	22.2/23	31.6	1-1/8"	5	*8-9	68	30	6.7-8.5	ITD	XTD	op	st	op
<b>INFERNO</b>	S	17.2	67.5	64	14.2	17.2	43.8	20.5/22	31.6	1-1/8"	4	7.5	68	31	5.9-6.7	ITD	XTD	op	-	op
	M	18.5	67.5	64	14.2	17.2	44.8	21.5/23	31.6	1-1/8"	4.5	7.5	68	32	5.9-6.7	ITD	XTD	op	-	op
	L	19.7	67.5	64	14.2	17.2	45.8	22.7/24	31.6	1-1/8"	5	7.5	68	32	5.9-6.7	ITD	XTD	op	-	op
<b>2:1 FOUR X</b>	S	16	68.5-69.5	74	12.9	16.8	41.4	20.4/21.1	31.6	1-1/8"	4.5	4	68	27.5	3.7-5.1	AIR	-	-	-	-
	M	18.5	68.5-69.5	74	12.9	16.8	43.1	22/22.8	31.6	1-1/8"	4.5	4	68	28.5	3.7-5.1	AIR	-	-	-	-
<b>2:1 FXR</b>	S	16	68.5	72	13.8	16.8	42.6	21/22	31.6	1-1/8"	4.5	6	68	28.5	5.1-6.3	ITD	AIR, XTD	op	op	-
	M	18.5	68.5	72	13.8	16.8	43.2	22/23	31.6	1-1/8"	4.5	6	68	30	5.1-6.3	ITD	AIR, XTD	op	op	-
	L	20.5	68.5	72	13.8	16.8	44.2	23/24	31.6	1-1/8"	5	6	68	30	5.1-6.3	ITD	AIR, XTD	op	op	-
<b>2:1 XCT 5</b>	S	16	69.5	73	13.2	16.8	42.2	21/21.9	31.6	1-1/8"	4.5	5	68	28.5	4.7-5.5	ITD	AIR, XTD	op	-	-
	M	18.5	69.5	73	13.2	16.8	42.9	22/22.9	31.6	1-1/8"	4.5	5	68	29.5	4.7-5.5	ITD	AIR, XTD	op	-	-
	L	20.5	69.5	73	13.2	16.8	43.9	23/23.9	31.6	1-1/8"	5	5	68	29.5	4.7-5.5	ITD	AIR, XTD	op	-	-
<b>2:1 XCT 4</b>	S	16	71	74	12.9	16.8	41.8	21/21.8	31.6	1-1/8"	4.5	4	68	27.5	3.7-4.7	AIR	-	-	-	-
	M	18.5	71	74	12.9	16.8	42.4	22/22.8	31.6	1-1/8"	4.5	4	68	28.5	3.7-4.7	AIR	-	-	-	-
	L	20.5	71	74	12.9	16.8	43.4	23/23.8	31.6	1-1/8"	5	4	68	28.5	3.7-4.7	AIR	-	-	-	-

## FRAME COLORS



RED BARON



STALLION BLACK



CUSTOM COLORS AVAILABLE

FOES USA





A2U

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