Rigid.



Suspension.



The Convertible.

Introducing the world's first rigid and suspension off-road racing frame.

MORALES



Rigid. Frame converts to rigid in minutes. All pivots are 7075 alloy. Bolts are titanium. All this adds up to a ride that equals any conventional rigid frame.

CONVERTIBLE
RIGID & SUSPENSION
RACING FRAME



Head tube reducing spacers. Each frame comes with two sets of reducing spacers allowing you to use any suspension fork in any size.



Titanium Hardware. All bolts on the Morales Convertible frame are 6AL/4V titanium–including our removable brake bosses.



Removable Pit-Stand. Each frame has a pit-stand that plugs into a reinforcement tube between the rear stays. It lifts the rear wheel 2" for easy maintenance.

Morales Racing Frames are built with one thing in mind–racing. After two years of development, our latest creation is the Convertible. Hand-built in Durango, CO, by Chris Herting, the Convertible is constructed with Easton 7005 double butted tubing and uses custom 7005 CNC-machined dropouts, pivots and linkage. The Convertible is the world's first frame to convert from suspension to rigid configurations. Race courses and events all have different conditions. Sometimes suspension is the best. Sometimes a rigid frame is an advantage. Most factory racers have two bikes–one rigid and one suspended. Twice the bikes means twice the work and money to keep both bikes in race condition. Practicing to get used to two different bikes takes twice as long. The Morales Convertible gives you the advantage of having a single bike for any course or condition. Cross-Country, Dual Slalom, Downhill, Criterium. You name it–you can race it on the Morales Convertible.

SPECIFICATIONS

Head Tube Angle:	71.5°	Bottom Bracket Height:	11.75"	Rear Spacing:	135mm
Seat Tube Angle:	73.0°	Head Tube Diameter:	1.25"	Weight Rigid:	3.9lbs.
Top Tube Length:	23.0"	Head Tube Length:	4.25"	Weight Suspended:	5.4lbs. (w/Marzocchi shock)
Chain Stay Length:	16.5"	Bottom Bracket Width:	73mm	Travel Range:	1.5"–4" (depending on shock.)



Suspension. The only frame that converts to full suspension in minutes and can use a variety of shocks and pivots–this translates into unlimited performance no matter what event your racing.



Neutral pivot point. The Convertible uses a 3-D Racing™ design swing arm which places the pivot point two inches above the bottom bracket. This eliminates unwanted pedal induced activation of the suspension.



Active Braking. By pivoting the chainstays and seatstays at the rear axle, the brake position is isolated. This configuration keeps the brakes from being affected while the suspension is in motion.

MORALES
MOUNTAIN BIKE CO.



Choose your Shock. By changing the rear linkage, you can use almost any brand of air, gas, spring or bumper shock available. This way your Convertible won't be outdated as better shocks are introduced.

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