



Nukeproof's Oklo dropper seatpost has 100mm of adjustment

The RockShox Sektor RL fork has 140mm of travel, 10mm more than the rear suspension

Schwalbe Hans Dampf tyres with softer Trail Star compound up front for increased grip and harder Pace Star rubber on the rear to reduce rolling resistance

Shimano's Deore 2x10 chainset provides a wide spread of gears and, combined with the steep seat angle, the Mega TR can be winched up the toughest climbs

NUKEPROOF MEGA TR RACE

£1,999.99

SPECIFICATION

Frame 6061 T6 aluminium, 130mm travel
Shock RockShox Monarch R
Fork RockShox Sektor RL Gold, 140mm travel
Wheels Novatec hubs, WTB SX23 rims, Schwalbe Hans Dampf 27.5x2.35in tyres
Drivetrain Shimano Deore chainset, f-mech and shifters, Shimano SLX r-mech
Brakes Shimano Deore 180mm
Components Nukeproof Warhead 760mm bar/60mm stem, Nukeproof Oklo 100mm dropper
Sizes S, M, L, XL
Weight 14.55kg (32lb)
Contact nukeproof.com

GEOMETRY

Size tested L
Head angle 66.2°
Seat angle 72.7°
BB height 337mm
Chainstay 442mm
Front centre 728mm
Wheelbase 1,170mm
Down tube 690mm
Top tube 609mm
Reach 433mm

We really liked the old 26in Nukeproof Mega TR, and even though it's been almost two years since we last rode that bike, we still remember thinking that if all trail bikes handled as well as the TR, the mountain bike industry wouldn't be in such a mad rush to adopt 650b wheels. It's probably why Nukeproof was a little slower than most to react.

Now that it's got the big-wheel ball rolling, however, there's no stopping it. 2015 sees Nukeproof expand upon the popular TR range with a third model, the Mega TR Race, which brings this very capable 130mm bike to a new lower price-point.

Very little changed on the TR frame during the transition to 650b. You still get the beefy XX44 head tube and two-piece forged BB/main pivot assembly for improved stiffness and alignment. The hydroformed tubeset is as chunky and purposeful as ever, and there's internal and external dropper-post routing. The TR Race comes with Nukeproof's Oklo 100mm dropper fitted as standard. Actually, there is one small change: the frame now comes a sleek new Maxle Lite 142x12mm rear axle.

Geometry-wise, Nukeproof hasn't messed with its winning formula either. Interestingly, the Mega TR isn't a very long bike; in fact, it's the shortest in test. Don't let that fool you, however, as its super-slack 66.2° head angle and low bottom bracket means it's no slouch on the descents.

SUSPENSION

Nukeproof's Erosion linkage suspension combines with a superbly tuned RockShox Monarch R shock to deliver 130mm of

smooth, progressive travel. There are no fancy lockouts on the shock, but the bike still pedals really efficiently without much in the way of drivetrain-induced suspension movement to have to worry about.

Up front, the Mega TR gets 10mm more travel than the rear, and while the RockShox Sektor is a great fork, its spindly 32mm upper tubes are somewhat dwarfed and overwhelmed by the burly nature of the frame. It's pretty much the polar opposite of the set-up on the Vitus, even though Chain Reaction Cycles designed both bikes.

COMPONENTS

A 60mm stem and a nice wide 760mm bar puts you in a very commanding position on the Mega TR, making it easy to chuck the bike around or simply keep it charging in a straight line through a rock garden. We had a few issues with the Nukeproof Oklo dropper, though; the head of the post started to unscrew from the shaft and, occasionally, the saddle would slowly creep up without us touching the release lever. We're confident, though, that both problems could easily be remedied with a spot of Loctite and better cable adjustment.

PERFORMANCE

From the get-go, the Nukeproof impressed us with its incredible turn of speed. It's hard to beat the reassuringly sturdy build and the direct feeling the chunky aluminium frame provides. It's matched by an equally tight, responsive feel to the rear suspension that definitely plays a big part in keeping the Mega TR moving forward at a blistering pace. It never seems to get hooked up or bogged down; it just keeps on trucking.

As such, you can ride the Mega TR really aggressively and that is, ultimately, what sets it apart from the Canyon Spectral and Giant Trance. There's no dumbing-down of the suspension for the more leisurely rider here, even though you can still get full travel when you need it. The difference being that you only get all the travel when absolutely necessary, not all the time.

In many ways, the Mega TR is the classic example of a short-travel bike packing a big-bike attitude. This is probably the reason why we dropped the chain on several occasions, so you'll definitely want to make use of the ISCG tabs to fit a chain device to stop this from happening.

VERDICT

The Nukeproof Mega TR isn't light, nor is it particularly sexy. It doesn't have any fancy curved tubing profiles to catch your eye, or a complex suspension design to bamboozle the mind.

It is, however, beautiful in its simplicity. Stiff, fast and full of life, the Mega TR Race isn't about being cool or having the best spec; it's all about milking maximum enjoyment out of any trail. With a beefier fork, it would be just as happy shredding enduro trails in Europe as it is spraying loam down your local woods. For now, though, we'd settle for a better chainset and a chain device.

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**TEST
WINNER!**
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LIKES

Easy to set up and ride full-gas

DISLIKES

Needs a stiffer chainset and ultimately a beefier fork

RockShox's Sektor is a great choice

Big-bike attitude comes as standard with a 760mm bar

Full travel when you need it the most

Conclusion

We're a bunch of self-confessed tweekers at **mbr**. If we're not swapping tyres, bars and stems, we're fitting offset shock bushings, running shortened shocks and even different size wheels front and rear in an attempt to maximize performance.

It's borderline obsessive, but we wouldn't have it any other way. The way we see it, it's our job to work out what makes a bike tick and then try to make it tick faster. Well, that's the excuse we use for spending almost as much time in the workshop as out on the trails.

As such, it was relatively easy for us to pinpoint the problems with the rear shocks on the Canyon and Giant. Also, if unlocking the Canyon's full potential is just a case of fitting a plastic volume reducer inside the rear shock, we're more than happy to roll up our sleeves and get our hands dirty. The real question is: should YOU have to? We don't think so, which is

why we rated the Canyon an 8, even though it has the potential to be the best bike in test.

As for the Giant, it's not in a good place at all. On paper the geometry and sizing are both on the money. Out on the trail it's a very different story: the steering is laboured and floppy, the rear suspension lifeless and too easy to bottom. It's almost as if Giant has taken one step forward with the new wheel size and attitude on the Trance 27.5, but two steps backwards with the handling and spec.

The Vitus Escarpe VRS is the second best bike in test in terms of ride quality, but the frame could be stiffer and it doesn't hide its weight as well as the Nukeproof.

Jump on the Nukeproof Mega TR Race and any concerns about the Canyon being lighter, cheaper and better dressed disappear in flash as you instantly become immersed in the ride. Out of the box the Nukeproof is without a doubt the best bike in this test. It's not perfect though. The



Shimano Deore chainset it a little under par on a £2k bike and the RockShox fork, although smooth and well damped, isn't really stiff enough for the ripper attitude the Mega TR frame naturally exudes.

Once again it goes to show that you can study the geometry charts

and go through the specs with a fine-tooth comb, but even experienced testers can't predict how a bike is going to ride. Sure, a trained eye can spot a dud a mile off, but you can never tell how a bike will perform until you actually ride it. Yes it's our job, but it's also big part of why we ride.

NOTES ON THE NUMBERS

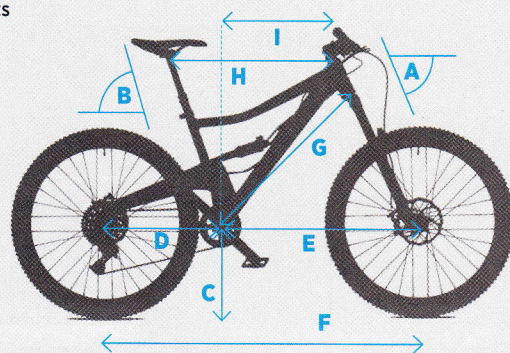
Why we take our own measurements

Just because you can't predict how a bike is going to handle simply by studying its geometry, that doesn't mean the numbers aren't really useful when comparing different bikes. That's why we painstakingly measure every test bike in our

workshop. If you take a quick glance at the spec opposite, you'll see that all of the bikes in this test have tyres from different brands, with a wide range of sizes too. Which is why we measure the geometry with our own tyres fitted. The weights

are also taken with our chosen control tyres, as this stops manufacturers cheating the scales with lightweight tyres that aren't always suitable for the intended use of the bike.

	Canyon	Giant	Nukeproof	Vitus
A Head angle	67.2°	66.3°	66.2°	65.9°
B Seat angle	70.8°	70.6°	72.7°	68.3°
C BB height	334mm	340mm	337mm	340mm
D Chainstay	430mm	440mm	442mm	435mm
E Front centre	752mm	746mm	728mm	749mm
F Wheelbase	1,182mm	1,186mm	1,170mm	1,184mm
G Down tube	710mm	690mm	690mm	703mm
H Top tube	627mm	620mm	609mm	620mm
I Reach	455mm	445mm	433mm	452mm



700 MEMBRANE WATERPROOF JACKET

8283483

Customer Rating:



£59⁹⁹

Waterproof membrane

Watertight zip

Breathable for greater thermal comfort

Light Weight

Wear-resistant membrane

