

THE NOMAD CARBON:
ALL-MOUNTAIN
MACHINE.
CROSS-COUNTRY
WEIGHT



THE BUTCHER
BOASTS AN
UPGRADED
SUSPENSION SYSTEM



Santa Cruz

The big news out of Santa Cruz this year is the release of the Nomad Carbon and the new affordably priced APP bikes, the Butcher and the Nickel. **The Nomad Carbon is 11lb (0.45kg) lighter than the aluminium version**, and still has the same spot-on geometry, features and 160mm (6.3in) of rear travel. At 2.8kg (6.1lb) with rear shock, the Nomad C is an all-mountain frame with cross-country weight.

This frame looks as though it should hang in an art gallery, but begs to be ridden hard. By using a one-piece construction technique to create the front triangle, designers were able to create an ultra-strong stiff frame with some amazing lines. The attention to detail on this bike is amazing. All of the pivot mounts, ISCG tabs and full carbon dropouts are molded into the frame, not glued on afterwards. The down tube and chainstays have 'Pleather' strike plates, and extra layers of carbon fibre. There's even a stainless steel plate to protect against chain suck. To say that this bike is well thought-out is a huge understatement.

The APP (Actual Pivot Point) 5in Nickel or 6in Butcher will give you an upgraded suspension system for the price of last year's single pivot bikes. The APP system adheres to the same principles that have made the VPP system so great, but at a more accessible price.

Shimano

The Shimano engineers have been hard at work redesigning their XT and SLX drivetrains from the ground up. Both groupsets use the Dyna-Sys shifting advancements, which allow you to use more efficient gears more of the time.

Through a rigorous testing program, Shimano have produced a drivetrain system that gives you better and quicker shifting that is optimised for full suspension riding. They achieved this by using a wide range 10-speed (11-36) rear cassette matched with close-step 24-32-42 triple front chainrings. The totally redesigned front chainring ratio is closer together so that it's easier to make jumps. The rear cassette now has a wider ratio, which significantly cuts down on front shifting.

The system is also designed so that when you make front shifts (such as when you're climbing a hill) you'll have to do less 'recovery' shifts with your right hand to get into the proper gear. This allows you to keep your momentum going out of front shifts.

Each component of the new Dyna-Sys shifting platform is designed to work together. Even the chain is specially designed with asymmetrical outer plates to move easier and faster

over the chainrings and cassette. The new light action shifter and improvements in the rear derailleur allows for top notch shifting with suspension that's moving.

This is the first mountain bike **specific 10-speed chain and cassette in the world. The new HG-X chain is highly durable** and has special features to shed mud. After a quick pedal up a muddy hill, you'll realise that this system is the way forward.

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DRIVETRAIN SYSTEM
USES A WIDE RANGE
10-SPEED REAR
CASSETTE

