

MERIDA. MORE BIKE.

KINEMATIC

eONE-SIXTY SL

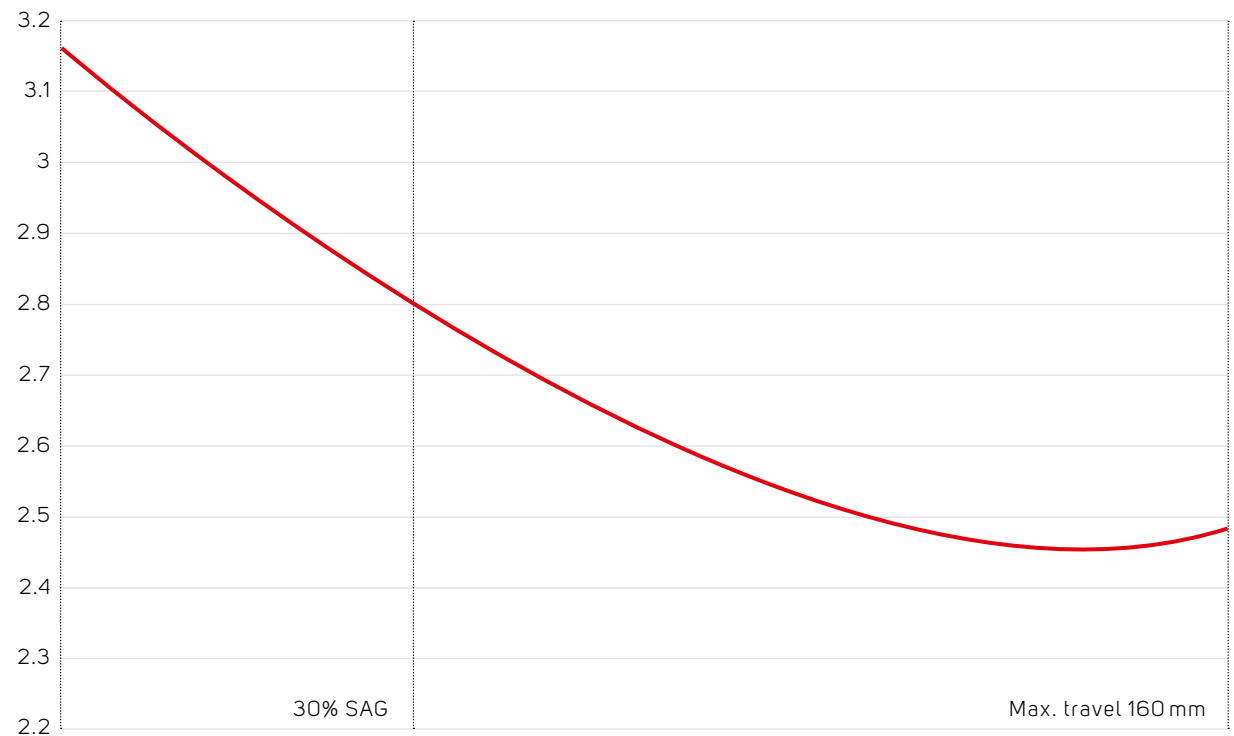


eONE-SIXTY SL LEVERAGE RATIO 29"

The leverage ratio of the eONE-SIXTY SL is optimised for smaller piggyback shocks such as Rock Shox Super Deluxe, Fox Float X or Marzocchi Bomber Air. The leverage ratio is progressive enough to avoid harsh bottom outs with the recommended 30% sag, but still linear enough to use the full travel efficiently on a regular basis.

Compared to the new eONE-EIGHTY, which is optimised for linear coil shocks and large volume air shocks, the lower progression means that the kinematics work better with lighter shocks.

SAG to 95% travel
progression: 12.0%



eONE-SIXTY SL LEVERAGE RATIO WITH DIFFERENT REAR WHEELS

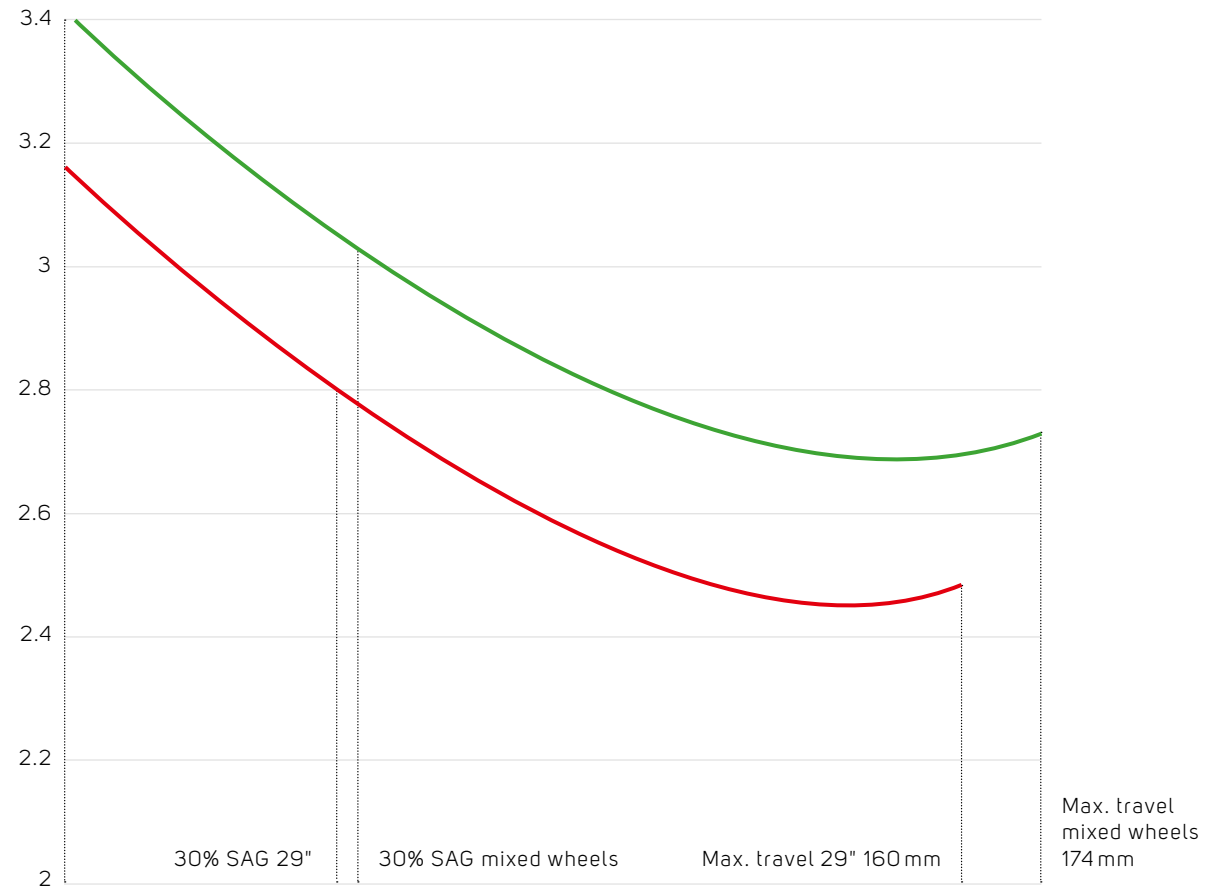
When switching from a 29" rear wheel to a 27.5" rear wheel the travel increases from 160 mm to 174 mm but the progression follows a very similar shaped curve to provide excellent support no matter which wheel size you choose.

Using a 29" rear wheel increases the progression, so removing a volume spacer from the shock may be an option if the full travel can't be used with the 30% sag.

SAG to 95% travel

29"/27.5" mixed wheels (progression): 10.8%

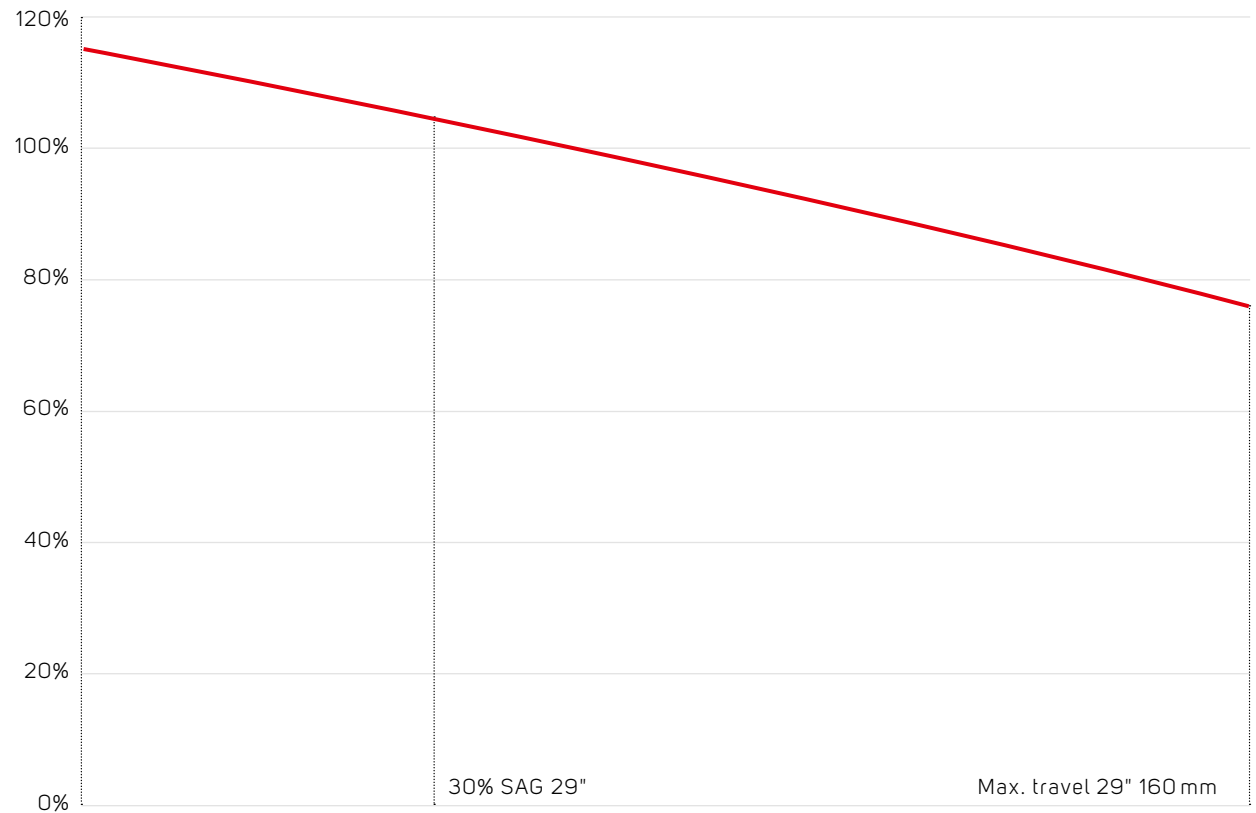
29"/29" (progression): 12.0%



eONE-SIXTY SL ANTI-SQUAT 29" 34/51T

The anti-squat graph describes the behaviour of the suspension as you pedal. We wanted a reasonable amount of anti-squat at the start and middle of the suspension to provide really efficient pedalling performance. Therefore we are slightly above 100% at sag

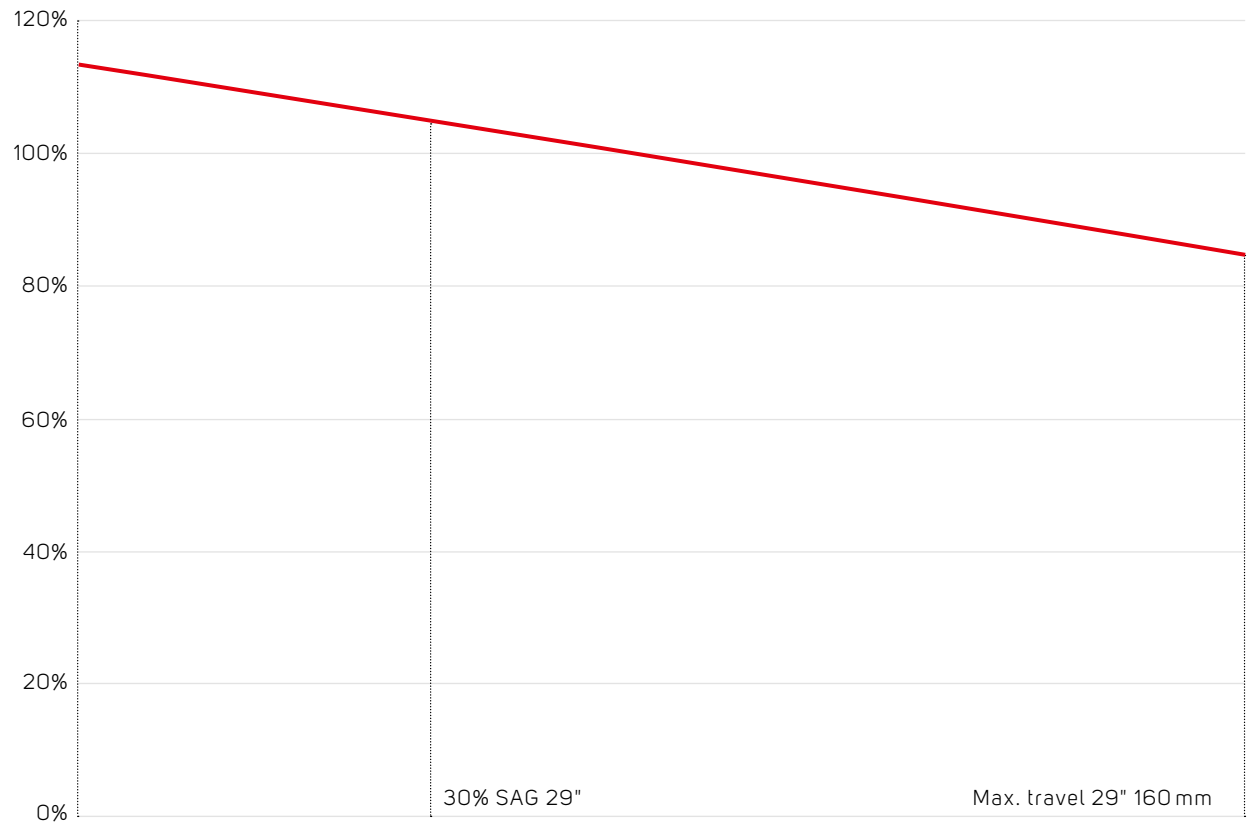
However, the anti-squat value is much lower when you are deep into the travel, as pedalling efficiency is of little concern in this situation. The end result is a suspension that pedals well with very little pedal bob, but is active and unhindered on descents and big hits.



eONE-SIXTY SL ANTI-RISE 29"

The effect of braking on the suspension is described by the anti-rise values.

In the sag position, the anti-rise is just over 100%, which helps to keep the bike level under braking on steep descents and on smooth, fast trails. But as you go deeper into the travel, the anti-rise decreases, resulting in a more active suspension and increased traction when braking on rough terrain or after big drops.





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