

MERIDA ONE FORTY 800

£3,000 / 27.5in / merida-bikes.com

NEED TO KNOW

- Merida's new 140mm-travel trail bike joins a line-up that features the One Twenty and One Sixty models.
- Lightweight hydroformed 6016 alloy, single-ring only, frame design.
- A floating shock design allows the leverage rate to be manipulated at both ends.
- Shorter wheelbase and steeper head angle than the acclaimed One Sixty enduro model.

Modern geometry and 2.6in tyres make Merida's new trail bike a delight to ride

With chunky 2.6in tyres, stretched-out geometry and a 1x chassis, Merida's new One Forty is a prime example of a modern, progressive trail bike. In fact, it's one of only a handful of trail bikes using fatter 2.6in tyres.

The lightweight, aluminium-only frame shares its outline and suspension layout with its 120mm and 160mm 'Float Link' siblings. And just like its stablemates, it takes its name from the amount of suspension travel delivered by the frame.

Compressing a metric-sized RockShox Deluxe shock is a forged upper link, and thanks to the trunnion mount, the shock rotates on sealed bearings, eliminating the friction associated with bushings. Merida has

also added a twist, with the lower shock mount being an extension of the chainstays — it rotates as the suspension compresses, allowing Merida to further tune the leverage rate.

To back up the latest shock tech, the new One Forty frame also gets Boost hub spacing, a 150mm dropper and rattle-free internal cable routing. Oversized 2.6in tyres, stiff Descendant cranks and DH-rated Code brakes reflect the Merida's aggressive attitude, and, with a light suspension touch and the huge tyres, there's awesome grip for hardcore descending.

When pushed, the 2.6in Maxxis rubber remains poised and confident, with the knobbly front Minion DHR II clawing in at every angle. Out back, the lower-profile Rekon offers just enough bite on the right trail, but, crucially, it



RockShox Deluxe shock runs on sealed bearings

One Forty 800: trail ripper that punches above its weight



2.6in Maxxis tyres gave the Merida poise on the trail

SPECIFICATION

Frame 6016 aluminium HFS, 140mm travel
Shock RockShox Deluxe RL trunnion mount
Fork RockShox Revelation RC, 150mm travel
Wheels Joytech Boost hubs, Merida Expert rims, Maxxis Minion DHR II/ Maxxis Rekon 27.5x2.6in tyres
Drivetrain SRAM Descendant Eagle chainset, SRAM GX Eagle shifter and 12-speed r-mech
Brakes SRAM Code R, 180mm rotors
Components Merida Expert 760mm bar, Merida 3D forged 40mm stem, KS Lev Integra dropper, Prologo Nago X20 saddle
Sizes S, M, L, XL
Weight 14.5kg (31.9lb)

GEOMETRY

Size ridden Large
Rider height 5ft 9in
Head angle 66.3°
Seat angle 75°
BB height 335mm
Chainstay 435mm
Front Centre 760mm
Wheelbase 1,195mm
Down tube 713mm
Top tube 620mm
Reach 455mm

also rolls really fast to maintain agility and speed. By dampening chatter and aiding momentum, the bigger-volume tyres work great on all trails too, so the One Forty never feels sluggish, despite being a bit heavy and only having average-weight wheels.

In fact, judging by the way the Merida handles slippery trails so easily with Plus-tyre-like speed, comfort and grip, minus any of the weird floating behaviour in mud, I reckon the 2.6in set-up is so good that before long it will become standard issue on all trail bikes.

The new One Forty will boost Merida's growing reputation

This trail bike's not all about the tyres though. Despite the shred factor, the solid chassis isn't overly stiff or lifeless, and, with smooth 12-speed SRAM GX Eagle, it's surprisingly efficient and nimble uphill. The rear suspension is totally sorted too and remains taut and supportive when pedalling hard, hitting turns or pumping. It also remains sensitive and smooth over rocks, braking bumps and roots, making it a winning combination. With the 150mm RockShox Revelation up front, the One Forty often feels like it has more travel than advertised, without ever feeling too soggy.

At 455mm, the reach is pretty standard for a modern size large trail bike, and with the stubby stem, rider position and steering feedback feel intuitive and neutral whether cruising singletrack or attacking descents. Compared to Merida's 160mm enduro rig, the BB is a tad higher for increased pedal clearance, but it's still plenty low

enough, making it very easy to flick the One Forty about or change direction.

With great pedalling efficiency, brilliant suspension and top fun handling, the new One Forty is going to further boost Merida's growing reputation. Sure it's a little chunky, and a new Charger II damped Pike would be a better fit than the Revelation for a £3k bike, but whoever's in charge at Merida's Stuttgart HQ clearly knows their stuff, as this is now the third new Merida in a row that I've totally fallen for.

Mick Kirkman

mbr 1ST IMPRESSION



HIGHS

Best of both worlds suspension; taut-yet-grippy.



LOWS

It's heavy for a 140mm bike and the handlebars and grips are kooky.