

# MERIDA

# Reacto Disc Team-E

## £8,000

Pro-spec, race ready aero superbike



**O**f the three bikes on test, the Merida Reacto is the closest to what the pro riders are actually using, with the Reacto aero model being favoured by most riders within the Bahrain-Merida team over the lightweight climbing-focused Scultura.

First impressions lock down the Reacto's aero credentials as it accelerates and holds speed incredibly well, the deep 65mm wheels helping in this respect. For such deep wheels, they do a good job when the wind gusts too, although on any open road with a strong wind they will still catch and pull as you ride, just less than some other wheels we have tested with a similar depth. Tyre clearance is a little deceptive. With 25mm tyres fitted there is not

much room to spare, but the wide rims mean the tyres actually measure 28mm, which is more than enough for most riders.

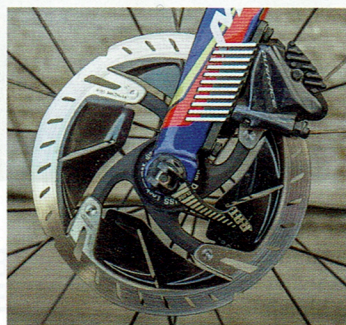
The geometry is flat out race bike with what Merida class as CF4, using a slightly lower and longer riding position than lower models in the range which have CF2 geometry. The headset is neatly integrated into the Vision bar and stem combo, which looks great and neatly holds the Di2 junction box hidden underneath and has an integrated Garmin mount. It's worth checking the sizing at the time of purchase – Merida tells us this can be swapped by the dealer if necessary, though the standard size should suit most riders, being matched to the frame size.

Shimano Dura-Ace Di2 is the top of the range groupset from Shimano so it is not surprising that its performance is faultless. Likewise, for the remainder of the parts, no shortcuts have been made although given the wheels are tubeless ready, some riders will look to swap for tubeless tyres. The seatpost features a cut-out section with an elastomer which is designed to improve comfort and while it is impossible for us to test its claims scientifically, the ride was better than many full aero designs which can feel harsh. Aero seatposts can also be a nightmare to adjust, but the design of the Reacto's clamp seems to work well, although it needs to be tightened right up to the 8Nm limit to prevent slipping.



**GOOD**

- **Fast** – Slippery aero design combined with deep-section wheels help create a bike that is quick and holds speed well.
- **Wheels** – Impressive stability in the wind, and tubeless ready.
- **Di2 integration** – Junction box is hidden for a clean look.



**NOT SO GOOD**

- **Tyres** – Tubeless tyres could improve comfort further.
- **Cockpit** – Integrated bar and stem is great but makes replacing parts more expensive.
- **Cable routing** – Could have been neater on our test bike, but this is easily fixed.



**WEIGHT:** 7.66kg (size 54)

**FRAME:** Reacto Disc CF4, Superlite Full Carbon fork with RAT through-axle

**GROUPSET:** Shimano Dura-Ace Di2 9150

**BRAKES:** Shimano Dura-Ace hydraulic disc 9100

**CHAINSET:** Shimano Dura-Ace 9100, 52/36

**CASSETTE:** Shimano Dura-Ace 9100, 11-28

**BAR/STEM:** Vision Metron 5D carbon integrated

**SADDLE:** Prologo Zero II

**SEAT-POST:** Reacto Carbon superlite Di2 ready

**WHEELS:** DT Swiss PRC 1400

**TYRES:** Continental GP4000II, 25mm

**CONTACT:** [www.merida-bikes.com](http://www.merida-bikes.com)



**CONCLUSION**

With a low riding position, large drop possible from saddle to bars and such deep wheels, the Reacto Team-E feels every bit the racer it is designed to be and while it won't suit riders looking for a more relaxed or upright ride, racers will absolutely love it and it makes going fast feel easy. 🚴

**Rating**

