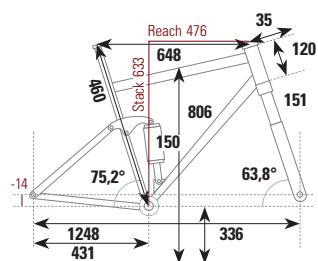


**15,6 kg / 151/150 mm / 29/27,5"**

Price / Frame	ca. 7490 Euro / 4080 Euro
Travel Front / Rear	151 mm / 150 mm
Material / Size	Carbon / M, L, XL (46 cm)
Weight / Frame	15,6 kg / 3182 g
Fork / shock	Fox 36 Float Factory / Fox DPX2 Factory
Drivetrain	Pinion / Pinion C 1.12 / 600 %
Ratio / Handlebar width	30; 26 / 780 mm
Brakes / Disc (f./ r.)	Magura MT7 / 203 mm / 180 mm
Dropper post	Fox Transfer / 150 mm / 31,6 mm
Wheels	Crankbrothers Synthesis E
Tires	Maxxis Assegai / Dissector 29/27,5 x 2,5/2,4



Trail	All Mountain	Enduro
HANDLING	agile	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>
SITTING POSITION	sportive	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
ORIENTATION	uphill	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>
CHARACTER	playful	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>

How the Instinctiv M97 rides

Fullys with gearboxes score with a central center of gravity and low unsprung mass at the rear - so far the theory. But how does the Instinctiv with Pinion transmission perform on the trails?

At around 16 kilograms including pedals, the M97 is really no light weight. The transmission weighs around 800 grams more than a conventional derailleur drivetrain. The full carbon frame comes in at 3182 grams without a damper. And even when it comes to the components and powerful tires, the M97 makes no compromises: fast starts and undulating terrain are therefore not the main discipline of Instinctiv. For those applications are more light-footed bikes. On the other hand, thanks to the high anti-squat, the rear end remains quite calm, also without lockout, and ensures efficient pedalling. Thanks to the additional needle bearings in the suspension platform, the rear end responds sensitively and offers a lot of traction. Under chain load the rear works nicely active. The seat angle and a reach of 476 millimeters ensure a comfortable, neutral seating position.

If you want to change gears in the usual way and only briefly take the load off the pedal, the Pinion gearbox refuses to work. Especially when shifting into lighter gears, you have to take all the pressure off for a short while, until the evenly stepped gears engage. Compared to derailleur gears, a larger bandwidth is available, but the even gear steps are larger in the central gears and smaller in the lowest and highest gears.

Downhill the M97 turns on and purrs smoothly through the terrain. The rear end works first class, responds well and reliably levels even rough passages. There is enough pop available for jumps and sufficient progression for hard landings. As a result, the potent rear end feels like more than 150 millimeters of travel.