

SH*THE HOT TRAIL BIKES



EXCLUSIVE GROUP TEST

ABOUT A YEAR AGO WE GOT WORD THAT TRANSITION HAD BEEN QUIETLY DEVELOPING A TOTALLY NEW PLATFORM FOR THEIR TRAIL BIKE'S RANGE. HAVING BEEN WON OVER BY THEIR COVERT TRAIL BIKES AND TR500 DOWNHILL BIKE, AND WITH THE PROMISE THAT THE NEW BIKES WOULD BOAST EVEN BETTER HANDLING AND PEDALING PERFORMANCE, OUR EXPECTATIONS WERE ALREADY SOARING HIGH LIKE AN EAGLE.

Then one day out of the blue we received an email included photos and a heap of info about the new range. 'What the hell, they look nothing like Transition bikes' was pretty much our immediate reaction! It turns out Transition weren't just looking to re-hash their old designs, instead they started from scratch and designed the new range from the wheels up. Without needing to conform to an existing frame shape Transition's design and engineer team had the freedom to really think outside the square.

The new line-up consists of 4 new models;

PATROL

27.5 wheels, 155mm of rear travel and 160mm of front travel, cheeky short 430mm chainstays and a mega raked out 65degree headangle – a pitched squarely at the enduro race crowd and to fit the bill of 'one bike to do all'.

SCOUT

Again, 27.5 wheels but this time only 125mm of rear travel matched to a 140mm fork, 425mm of chainstay length and a 67 degree head angle – a package designed with the character of a highly playful slope style bike, yet still capable of full day trail pedaling missions 'up and down mountains'.

SMUGGLER

The big wheeled 29'er in the family, sporting 115mm rear travel, a 130mm fork, compact 435mm chainstays and a 67.5 degree head angle – similar in DNA to the Covert 29'er, the Smuggler 29'er is a bike born to be ridden hard, not just rolled along fire roads.

SUPPRESSOR

designed to run 26" wheels, 155mm of rear travel and 160mm of front travel, 430mm chainstays and a 65degree headangle – a 26" bike for all those sticklers out there, sharing the same specifications as it's 27.5" brother the Patrol.

Being the greedy bastards that we are here at [R]evo rather than request just one bike to test from the menu we instead asked if we could get the entire banquet sent over for review!? We lucked out and our wish was granted. The bikes arrived at our office soon there after. (Except for the Suppressor which is only available as a frame option and they hadn't actually arrived in the country at that point). And so with three shiny new bikes to ride and discover we decided that a group test format was in order. 3 riders of varying ages and skill levels would be set the task of racking up bulk trail miles on all 3 bikes, switching back and forth between getting to know each bike's character, weaknesses and strengths.

THE TEST CREW

Blake Nielsen – MTB, BMX and Road, it doesn't matter what it is as long as there's wheels on it he'll shred it. Blake has represented Australia on the national team racing 4X overseas for several seasons. He sure knows a thing or two when it comes to getting the most out of a bike.

Mike Daly – Ex pro BMXer, been riding MTB on and off for about 20 years but have been riding a lot more over the last couple of years. Likes fast, smooth, flowing trails with plenty of berms and jumps.

JT – Has had MTB running through his veins for the past 17 years. Once heavily into DH racing, nowadays he spends most of his time roaming the trails aboard an enduro bike pretending that he's still fast.



PATROL

Fitting the bill of today's trends, the Patrol has a long and roomy front end and a relatively short rear end. It's 1181mm wheelbase feels incredibly stable – not so long that it feels like a boat to turn, yet not so short that it's twitchy when pinning down a fire trail at speed. **- JT**

Now that the famous FSR linkage is available for anyone to use Transition have jumped on board & I feel this was a good call, however I don't think they truly utilised it on the Patrol. I am known for running my bikes suspension set up quite hard, even still the 'enduro' aimed bike didn't climb as well as I'd hoped in comparison to other bikes in the same category. It definitely made up for it when the going got steep or rough though super stable & confidence inspiring bike! **- BN**

Transition's precise pivot locations are a bit different than most of the other Horst-link bikes out there, however. Most notably, the Patrol's bottom bracket, rear pivot, and rear axle are all very close to being in-line. So don't assume that just because the Patrol is a Horst-link bike that it rides the same as other frames, it's a different beast right here! **- JT**

Probably my favorite of the 3. At first the Patrol felt a little slow in the steering to start with because of the slacker set up but I got used to it quickly. I think this bike best suits my riding style as it's great for faster downhill trails but after I got used to it I also found it good on tighter single track. **- MD**

Strengths would definitely be longer travel for smoothing out bigger hits, weakness would be that it felt a little sluggish in the turns to start with. **- MD**

This bike will suit a rider that likes faster bigger descents. It's still very capable on the twisty stuff but the longer travel and slacker head angle would suit a rider that likes faster downhill trails. **- MD**

When we first built the bikes with their stock build kits I found that all the bars were a little wide for my liking so needed to cut them down, I also moved the brake levers in about half an inch. The only other set up that I needed was for the suspension, which was fairly easy to dial in. **- MD**

The Patrol's Rock Shox Monarch + Debonair rear shock delivers a noticeable ride improvement. It eats up the trail with a generous serve of butter for extra smoothness. **- JT**

Frame price: **\$2599**
Complete price: **\$6499**
Spec: **Build kit 2 / Rock Shox Pike RCT3, Monarch+ Debonair shock, SRAM X1 drivetrain, Shimano SLX brakes, and a Race Face Turbine crankset**
Frame weight: **3.4kg (inc. shock)**
Complete weight: **13.9kg**



PATROL

SMUGGLER

The bigger wheels had plenty of roll and I found this bike surprisingly fast over most terrain. I ride a 26" bike most of the time so I always find the 29" feels a little big for my liking, it didn't seem so quick in the turns but in a straight line or over bumpy terrain it was great. **- MD**

Just before heading out on the Smuggler for the first time I was chatting on the phone with Rodney from Supersports (Transition's Aussie distro) and he told me, "The ride feel of our Giddy Up Link bikes will be familiar for any previous Transition rider, but with a big improvement in suspension performance. Our new models are designed to be active while climbing; increased compression damping or rear shock platforms are not required with the Giddy Up link. The suspension remains free to smooth out the trail, improve traction and control without sacrificing any efficiency. " When I returned from my ride an hour later I immediately sent Rodney a text message that read. "Giddy Up = F'k yeah!" **- JT**

Although these 3 bikes are very different not only in travel but in their stance, they all have a super aggressive feel, they want to go fast. The Smuggler in particular, I've never had so much fun on a 29er & been able to throw it around **- BN**

The 29" wheels definitely make this bike smoother over the bumps but I found it a little cumbersome in the turns. **- MD**

With their new deign Transition have opted for a four-bar configuration with a rocker activated shock that Transition states, "the system is tuned with a moderate amount of chain growth which is highest at the sag point and decreasing deeper into the travel." **- JT**

The Smuggler actually rides quite similar to the Scout but the bigger wheels would suit someone who wants a smoother ride and maybe doesn't ride so many tight or twisty trails. **- MD**

If your an aggressive rider like myself, you wouldn't be disappointed with any of these newly born beasts. They are set up to be ridden hard & fast, day in, day out. The trend of carbon frames has seemed to take over in the last few seasons, but not once while riding any of them did I wish that these American beauties were made from anything other than sweet, sweet aluminium. **- BN**

This is the most un-29'er feeling 29'er I have ever ridden. Similar to its baby brother the Scout, this is such a playful bike. It hunts out the fun sections of trail and begs to be thrown into corners at wrap speed. It's short 435mm chainstay making popping up the front easier done than said. Sure, you still get all the 29'er big wheel rolling benefits, smoothing out the trail etc. I'm going to go out on a limb and say that the Smuggler is a new age 29'er! **- JT**



Frame price: **\$2399**
Complete price: **\$6399**
Spec: **Build kit 1 / Rock Shox Pike RCT3, Monarch RT3 Debonair shock, SRAM X1/X01 Drivetrain, Shimano XT brakes, Race Face Turbine Cinch crankset**
Frame weight: **(inc. shock) 3.3kg**
Complete weight: **12.92kg**



SMUGGLER

SH*THOTT

EXCLUSIVE GROUP TEST

2015 Premium Wheels

Choose your weapon



H*THOTTR

CROSSMAX ENDURO

CROSSMAX XL

CROSSMAX SL



NEVER ONES TO SHY AWAY FROM 'PUN INTENDED NAMES' FOR THEIR BIKE AND SUSPENSION CONCEPTS, (FOR INSTANCE LAST YEARS COVERT CARBON MODEL UTILIZED A SYSTEM CALLED C.O.C.K. & B.A.L.L.S TECHNOLOGY) THE NEW BIKES FEATURE 'GIDDYUP' SUSPENSION AND RATHER THAN SLOTTING EACH MODEL INTO THE TRADITIONAL CATEGORIES OF XC, ENDURO AND FREERIDE, INSTEAD THEY DECIDED TO CRAFT THEIR OWN NEW, CATEGORY CALLED 'UP & DOWN MOUNTAINS'.



SCOUT

The Scout has the character of a slopestyle bike blended with the comfort to pedal big mileage in any terrain," says Transition Bikes. "Taking mid travel to all new places, the Scout is equally at home slashing turns deep on backcountry trails or cranking out laps on the local trails. The playful nature of the Scout begs the rider to play around with new lines on the trail. The GiddyUp link is the newest suspension platform from Transition Bikes. Each the 3 bikes we rode delivered a very distinctive riding characteristic to suit your style and give you the ultimate freedom whether going up or down mountains. To be honest, the GiddyUp platform is extremely easy to dial in, once set there is no need to mess with platform adjustments, you can just focus on the ride and wherever it leads you. - **JT**

Hoping off the Patrol and onto the Scout it did take a little getting used to. The first few times down the hill it felt squirrely, but it grew on me. Probably not as good as the Patrol for fast descents but felt fast and nimble on tighter single track. - **MD**

The Scouts handling felt was kinda the opposite of the Patrol. It is nice and fast in the turns but a little squirrely on fast descents. - **MD**

The first thing I noticed about both the Scout & Smuggler is the seat height. I ride medium bikes across the board, however these two were fitted with a 150mm Reverb dropper out of the box & at full extension I wanted the seat to be 15mm lower. An easy fix would be to run a 125mm or 100mm dropper post instead. - **BN**

All three frames had a lot of nice details. The internal cable routing looks great and kept everything nicely tucked away. We did break a few of the small cables ties that hold the cables, but replacing these with a slightly thicker one solved that problem. The internal routing for the dropper post was also a good thing to see. - **MD**

Frame price: \$2399.00
Complete price: \$6399
Spec: **Build kit 1 / Rock Shox Pike RCT3, Monarch RT3 Debonair shock, SRAM X1/X01 Drivetrain, Shimano XT brakes, Race Face Turbine Cinch crankset**
Frame weight: **(inc. shock) 3.2kg**
Complete weight: **13.1kg**

If I had to pick just one of these bikes to own, the Scout would be coming home to my place for sure. It's got the 650b wheels and good wheelbase length that you need for modern day riding adventures, but once you get up out of the saddle and start to attack trail the Scout slopestyle pedigree comes shining through. Before I rode this thing I would never have thought a 125mm rear end and 140mm front end would work hand in hand, but I find myself standing corrected. It does work. It feels balanced at both ends and really, I never felt that I had 'run out of travel' during any ride. - **JT**

The Scout, a lot like myself doesn't really fit into a particular category of bike, quite an odd amount of travel front & rear, the head angle is in the middle of the spectrum along with top tube & chain stay lengths & I couldn't get enough of it. I feel that this bike is more versatile than anything else I've ever ridden. If I had to choose one bike to travel the world with it'd be something like this, the thing has all bases covered bar the gnarliest of downhill tracks I'd say. Seriously good set up, I think I'll be looking into something like this for myself, only downside to it is it's a little on the heavy side for the travel. That's always going to be a trade off when you've got a bike that is as capable of getting sideways in flight & wants to get properly wild. - **BN**

A rider that likes a bit of everything is going to suit the Scout. It's still good going down but works great on single track and climbs well too. The Scout was also good on smaller whippier jumps where you need to throw the bike around more. - **MD**



SCOUT



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